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'FAR as the breeze can bear—the billows foam,
SURVEY OUR EMPIRE!'

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# HISTORY

OF

# NOVA SCOTIA,

CAPE BRETON, THE SABLE ISLANDS,

NEW BRUNSWICK,

PRINCE EDWARD ISLAND, THE BERMUDAS,

NEWFOUNDLAND, &c. &c.

BY

R. MONTGOMERY MARTIN, F.S.S.

SEAL OF NOVA SCOTIA.

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# BRITISH NORTH AMERICA.

## BOOK I.

## NOVA SCOTIA.

### CHAPTER I.

GEOGRAPHICAL POSITION—AREA—EARLY HISTORY, &c.

Nova Scotia Proper, connected with the south-east part of the continent of North-America, by a narrow isthmus, (eight miles wide,) is situate between the parallels of 43° and 46° of north latitude, and the meridian 61° and 67° west longitude: it is bounded on the north by the Strait of Northumberland, which separates it from Prince Edward's Isle; and on the north-east by the Gut of Canseau, which divides it from the island of Cape Breton; on the south and south-east by the Atlantic Ocean, on the west by the Bay of Fundy, and on the north-west by New Brunswick. In length it is about 280 miles, stretching from south-west to north-east, but of unequal breadth, varying from fifty miles at Black Rock Pier, to 104

miles at Bristol, and embracing a superficies of 15,617 square miles, or 9,994,880 acres.

General History. — Although the territory, known under the title of Nova Scotia, was probably first visited by the Cabots in their voyage of discovery in 1497, (and the ancient authorities state such to be the case,) the earliest authentic account we possess of its European colonization was by the Marquis de la Roche, who by the orders of Henry IV. sailed from France in 1598, with a number of convicts from the prisons, whom he landed on the small and barren island of Sable, situate about fifty leagues to the south-east of Cape Breton, and thirty-five of Canseau, about ten leagues in circumference, and interspersed with sand-hills, briar-plots, and fresh-water ponds.

After cruising some time on the coast, the Marquis was compelled by stress of weather to return to France, leaving on Sable Isle the forty unfortunate convicts, who had been landed on this barren spot; where after seven years' hardships twelve only were found alive, in a most wretched and emaciated state, on the French monarch having sent Chetodol, the pilot of the Marquis de la Roche, to look after and bring them back to France.

The next visitation of Nova Scotia (or, as the French called it *Acadia*[1]) was by De Monts and his followers, and some Jesuits, in 1604, who essayed for eight years to form settlements in Port Royal,

[1] This name was given to Nova Scotia, New Brunswick, and part of the State of Maine.

St. Croix, &c., but were finally expelled from the country by the English governor and colonists of Virginia, who claimed the country by right of the discovery of Sebastian Cabot, and considered the French colonists of De Monts as encroachers or intruders on the charter granted to the Plymouth Company, in 1606, and which extended to the 45° of north latitude; the right of occupancy being then considered invalid, and the doctrine admitted—

> "A time it was—to all be it known,
> When all a man sailed by or saw, was his own."

Eight years elapsed after the forcible expulsion of the French colonists from Port Royal and other parts of Acadia, before the English begun to think of settling on the peninsula, but in 1621 Sir William Alexander applied for and obtained from James I. a grant of the whole country, which he proposed to colonize on an extensive scale; it was named in the patent Nova Scotia, and comprised within the east side of a line drawn in the north direction from the River St. Croix to the Gulf of St. Lawrence.

Within about a year after the sealing of his patent, Sir William Alexander despatched a number of emigrants to take possession of his grant, who, after wintering in Newfoundland, arrived in 1623 at Nova Scotia, where they found many French settlers, the descendants of those who had remained at Port Royal and other places, to whom were added adventurers from the St. Lawrence and Frances; under these circumstances the English emigrants

thought it prudent not to attempt to take possession of the country, and they returned to England.

It was at this time that the Nova Scotia baronets were created by Charles I.; they were to contribute their aid to the settlement, upon the consideration of each having allotted to him a liberal portion of land; their number was not to exceed 150; they were to be endowed with ample privileges, and pre-eminence to all knights called *Equites Aurati*, but none of them were to be baronets of Nova Scotia, or of Scotland, till they had fulfilled the conditions prescribed by His Majesty, and obtained a certificate of performance from the governor of the colony. The patents were ratified in parliament.

On the war breaking out between England and France, efforts were made by Sir William Alexander and his friends to drive the French from Nova Scotia, but for several years all the efforts of De la Tour (to whom Sir William Alexander had assigned or leased his grant) and others were ineffectual until Oliver Cromwell, who contributed so much to raise the glory of the British name, sent Major Sedgewick with an armed force, in 1654, and Nova Scotia, for the third time, fell into the possession of the English, nominally at least. Port Royal being taken by Sedgewick's troops, while French settlers were established in different parts of the country; these were, however, finally subdued, and the protector Cromwell granted the claims of Charles La Tour as heir to his father, who received the colony from Sir William Alexander. Cromwell thought fit to associate with La Tour, Thomas (afterwards Sir Thomas)

Temple; and William Crowne Temple purchased La Tour's share, re-established the different settlements, and expended 16,000*l.* in repairing the fortifications; but while the colony was emerging from distress and obscurity, it was ceded to France by the treaty of Breda in 1667.

For twenty years succeeding the treaty of Breda, the colony enjoyed repose, and some progress was made in establishing fisheries, and extending the fur trade, but upon the renewal of hostilities in 1689, it was still deficient in means of defence, and Port Royal was taken by Sir William Phipps[1], with a squadron from Massachussets; the French, as usual, still held themselves masters of the other parts of the peninsula; the English, however, retained a nominal possession, sometimes fighting for a district, at others ravaging the French settlements; but by the treaty of Ryswick in 1696 the colony was once more restored, or rather left unmolested in the possession of France; but on the breaking out of the war again in 1701 preparations were made in England and Massachussets for the total subjugation of Nova Scotia to the British arms, with a distinct

[1] Sir William was born in 1650, at Pemaquid, in New England; he was the son of a blacksmith, and commenced life as a shepherd: at the age of eighteen he was apprenticed to a ship-carpenter, subsequently built a small vessel for himself, and in the course of time was successful in raising 300,000*l.* sterling from a Spanish wreck at the Bahamas. He was knighted by James II., and employed on several important expeditions by England, and by his compatriots, the colonists.

avowal on the part of the crown, that if again conquered it should not be restored to France.

The expedition for the capture of Nova Scotia sailed from Boston Bay on the 18th September, 1710, and after some fighting, Port Royal capitulated on the 29th: the other stations subsequently gave in their adhesion to the British government; and at the treaty between France and England in 1713, Nova Scotia was finally ceded to the latter power, who changed the name of Port Royal to Annapolis Royal, in honour of Queen Anne, made it a seat of government, and named a council of the principal inhabitants, for the management of the civil affairs of the province.

By the 12th article of the treaty between France and England, of the 11th April, 1713, *all Nova Scotia*, with its ancient boundaries, as also the city of Port Royal, and the inhabitants of the same, were ceded to Great Britain, "in such ample manner and form, that the subjects of the most Christian king shall be hereafter excluded from all kinds of fishing in the said seas, bays, and other places on the coast of Nova Scotia, that is to say, on those which lie towards the east, within thirty leagues, beginning from the island commonly called *Sable*, inclusively, and thence stretching along towards the south-west."

Little further remains to be stated respecting the acquisition of the colony [1] that would be interesting

[1] See Cape Breton.

to the general reader, or within the scope of my work; from 1713 to 1749 Nova Scotia was neglected by England, but the crafty designs of the French to acquire by fraud what they could not obtain by force, drew the attention of the British public to the importance of the colony, and encouragements were held out to retired officers, &c. to whom offers of grants of land were made; 3760 adventurers were embarked with their families for the colony; Parliament granted 40,000*l.* for their support, and they landed at Chebucto harbour, where the town of Halifax was soon erected by the new emigrants under the command of their Governor the Hon. Edward Cornwallis.

The French pretended to draw a distinction between Acadia and Nova Scotia; and as the country was ceded under the former appellation, they endeavoured to maintain that Acadia was the name of the peninsula which they had alone ceded to Britain, and that the rest of the country, lying between New England and the Bay of Fundy, was a part of New France which, together with Canada, still belonged to them.

The French settlers (under the name of Neutrals) were still very numerous in the colony, and with the aid of the Indians, held the British in constant alarm, and murdered many of the settlers; after various contests, and much cruelty on either side, the 'Neutrals' to the number of several thousands, were forcibly expelled from Nova Scotia, and carried in British transports to Massachussets, Pennsylvania, &c. leaving nothing behind them but smoking ruins and

deserted villages. I agree with Mr. Haliburton, the talented historian of his native country [1], in deploring the cruel events which took place on this distressing occasion; but the blame is to be attributed to the crafty and jesuitical policy of the French Court at Paris, who instigated the Neutrals by every possible means to harass and annoy the English.

In 1758, a constitution was granted to Nova Scotia consisting of a House of Assembly for the Representatives—a Legislative Council and Governor representing the Crown: in the same year the capture of Louisburgh, in Cape Breton isle, gave additional security to the colony, which now began to improve. In 1761, on the election of a new Parliament in Nova Scotia, on the accession of George III. to the Crown of Great Britain, the number of representatives returned were twenty-four, namely, two for each of the counties of Halifax, Lunenburgh, Annapolis and King's; four for Halifax township, and two for each of the townships of Lunenburgh, Annapolis, Horton, Cornwallis, Falmouth and Liverpool. By the treaty of Paris, 10th February, 1762, France resigned all further claims on any of her former possessions in North America.

New Brunswick and Cape Breton were separated into two distinct governments, in 1784; the latter was re-annexed to Nova Scotia (of which it now forms a county) in 1819. The several Governors,

[1] Mr. Haliburton, a native of the colony, has written an admirable history of Nova Scotia, which was printed and got up in a most creditable manner, at Halifax, in 1829.

since the British acquisition, were:—At *Annapolis Royal*—1710, Colonel Vetch, governor; 1714, F. Nicholson, ditto; 1719, R. Phillips, ditto; 1722, J. Doucett, ditto; 1725, L. Armstrong, ditto; 1739, J. Adams, ditto; 1740, Paul Mascarene, ditto. At *Halifax*—1749, E. Cornwallis, ditto; 1752, T. Hopson, ditto; 1754, C. Lawrence, Lieutenant Governor; 1756, C. Lawrence, ditto, and R. Monkton, Lieutenant-Governor; 1760, J. Belcher, Lieutenant-Governor; 1763, M. Wilmot, Governor; 1766, M. Francklin, Lieutenant-Governor; 1766, Honourable Lord W. Campbell, Governor; 1772, M. Francklin, Lieutenant-Governor; 1772, Lord W. Campbell, Governor; 1773, F. Legge, Governor, M. Franklin, Lieutenant-Governor; 1776, M. Arbuthnot, Lieutenant-Governor; 1778, R. Hughes, ditto; 1781, Sir A. S. Hammond, ditto; 1782, John Parr, Governor, and Sir A. S. Hammond, Lieutenant-Governor; 1783, E. Fenning, Lieutenant-Governor; 1792, J. Wentworth, Lieutenant-Governor; 1808, Sir G. Prevost, Lieutenant-Governor; 1811, A. Croke; 1811, Sir J. Sherbrooke, Lieutenant-Governor; 1816, Lieutenant-General the Right Hon. George, Earl of Dalhousie, Lieutenant-Governor; 1820, Sir J. Kempt, Lieutenant-Governor; 1828, Sir P. Maitland; February 1834, Lieutenant-Governor Sir Colin Campbell.

## CHAPTER II.

PHYSICAL ASPECT, RIVERS, LAKES, HARBOURS, &c.—GEOLOGY, SOIL, AND CLIMATE.—HALIFAX, THE CAPITAL.

THE most remarkable natural feature on this peninsula of the North American continent, is the numerous inundations along its coast.

A vast and uninterrupted body of water, impelled by the trade wind from the coast of Africa to the American continent, strikes the Nova Scotia shore between 44° and 45° north latitude, with a force almost adequate to its total annihilation; only a barrier of fifteen miles in breadth between the Atlantic Ocean and the Gulf of St. Lawrence seems to have escaped such a catastrophe: while a space of nearly 100 miles in length and upwards of 40 in breadth has been swallowed up in the vortex, which, rolling its tremendous tides of from 60 to 70 feet perpendicular height up the beds of the adjoining rivers, has converted them into inland seas, traversing the province from west to east for more than half its length.

The combined influence of the same powerful agent of the Atlantic Ocean has produced (though in a less striking manner) the same effect upon the south shore. Owing to the operation of these causes, the harbours of Nova Scotia for number, capacity, and safety are unparalleled in any other

part of the world: between Halifax and Cape Canseau are twelve ports capable of receiving ships of the line, and there are fourteen others of sufficient depth for merchantmen.

Respecting the interior of the colony, it may be observed, that of 15,617 square miles, the superficial contents of Nova Scotia, one third is supposed to be occupied by lakes of various shapes and sizes, so spread out that there is no point in the province thirty miles from navigable water. The surface is undulating, there being scarcely more than half a mile at a time of level ground, but the elevation is inconsiderable, the highest land (Ardoise hill or Arthur's Seat) being only 810 feet above the level of the sea. There is a range of high lands on the West Coast between St. Mary's Bay and Argyle, and another more extended and lofty on North Coast, skirting the Bay of Fundy, between Annapolis and Windsor, or indeed to the head of Minas basin. The scenery throughout the province is beautifully picturesque, owing to the great variety of hill and dale, and the numerous rivers and lakes scattered throughout the country.

The Gut of Canseau or Canso, which separates Nova Scotia from the island of Cape Breton, is in length from Sandy Point to Cape Jack about twenty miles, and in breadth about one, the land rising on either side in romantic boldness, clothed with trees to their very summits, while the strait being the most convenient passage to and from the gulf of St. Lawrence, is crowded with vessels of every description during the summer and autumn, and the cot-

tages of the farmers on either shore add beauty to the natural charms of the landscape.

Among the numerous havens of the south shore [1], the harbour of Halifax, which has not perhaps a superior in any part of the world, stands conspicuous. It is situate in 44° 40′ north latitude, 63° 40′ west longitude, nearly mid way between the east and west extremity of the peninsula; and from its situation, being directly open to the Atlantic and its navigation scarcely ever interrupted by ice, (as Quebec is annually,) it is our chief naval station in North America, and affords safe anchorage for 1000 ships. Several islets exist at the entrance between Sambro Head and Devil's Island, rendering the navigation apparently rather intricate, but even a stranger with proper precaution has nothing to fear. The channels east and west of M'Nab's island are guarded by York redoubt, Sherbrooke tower, East battery, and several others. The city of Halifax is built on the east side of a small peninsula on the declivity of a hill, which rises gradually from the water's edge; its length being about two miles, and its breadth about half a mile, with wide streets crossing each other at right angles, and containing nearly 2000 houses, and a population not far short, including strangers, of 20,000. Along the water's edge are numerous wharfs close to which ships can lie for the discharge of their cargoes; above the wharfs are the ware-

[1] From Cape Canso to Cape Sable, a distance of 80 leagues, there is a succession of noble harbours. The British North American provinces can show three good harbours for one that the United States can.

houses, and as the declivity is ascended are the houses of the citizens, public buildings, &c. Many of the private residences are handsomely built of stone, and the houses, of wood plastered or stuccoed, have in several instances an imposing appearance. The public edifices are substantial structures; the Government House at the south end of the capital is an antique baronial-looking structure, and the Admiral's house at the north end commands a view of the harbour, telegraphs, shipping, &c. The "*Province* Building" is one of the finest edifices in our American colonies; it stands nearly in the centre of Halifax, is 140 feet long, 70 broad, and 45 feet high; the Ionic columns of finely polished freestone, and the whole structure combining elegance with strength and utility. It contains chambers for the Council and Legislative Assembly, the Supreme Court, and all the provincial offices. The Military Hospital and other structures at Halifax do honour to the taste and judgment of the late Duke of Kent, who, when Commander-in-Chief in Nova Scotia was universally beloved. The dock-yard is one of the finest establishments out of England. The following are the distances from Halifax:—Cape Breton, 130 miles; Prince Edward's Island, 160; Fort Cumberland, 145; St. Andrew's, 263; Frederickton, 276; St. John's, N.B., 196; and Annapolis, 130 miles.

Further description of the country will be found under the territorial divisions and population of the province, when treating of which the site of the Shubneccadie Canal will be explained.

Rivers.—The two largest rivers in the province are the Shubneccadie and the Annapolis: the former takes its rise in the lakes of the same name in the county of Halifax, and after a rapid and circuitous course, the length of which has not yet been accurately ascertained, it disembogues in the Bay of Minas, which receives the waters of ten other rivers, viz. the Cornwallis, North River, Salmon, Canar, Gasperaux, Kennetcook, Cockmegun, Petit, St. Croix, and Avon. The *Shubneccadie*, in conjunction with the lakes, forms a chain of water communication, with the exception of two or three portages, between Halifax and the Bay of Minas; to improve the navigation of this natural connection was the object of the canal so named. The Shubneccadie is navigable for large vessels a long way into the interior, and contains on its banks inexhaustible quantities of plaster of Paris and lime, together with extensive groves of fine timber. The scenery throughout its course is very picturesque and varied; here by the abrupt frowning cliff, with its woody summit, and there by the extended verdant vale, by the unbroken solitude of the wilderness, or the cheerful busy scene of cultivation. The rise and fall of the tide at the mouth of this river is about fifty feet.

The *Annapolis* takes its rise in the Aylesford plains, in King's County, and after a long and serpentine route, unites its waters with those of the Bay of Fundy, being previously joined by the Moose and Bear rivers. It is navigable for large vessels for 20 miles above Annapolis, and 40 above Digby, and for

large boats to a much greater distance; 20 miles above Annapolis it is bridged, and thence great quantities of agricultural produce is shipped for the West Indies, &c. The banks on either side of the Annapolis are composed of rich and verdant meadows, which, with the high lands on the east and west, form a most pleasing landscape. At Pictou there are three rivers which empty themselves into the harbour, the East, West, and Middle rivers; they are navigable for large vessels.

The other rivers it will be sufficient to name, viz. Macan, Napan, Gasperaux, and Phillipe, in Cumberland; the Charles, St. Mary, Musquodobit, Little Indian, Antigonish, Salmon, and John rivers, in the east part of the province; the Liverpool, Stormont, Sable, Jordan, Clyde, Shelburne, Tusket, Salmon, and Sissiboo, in the south-west of the colony. While the tide rises with extraordinary rapidity to the height of seventy-five feet in the Bay of Minas and Chigenecto, it does not rise in the Pictou harbour, on the south shore, more than six feet. The vegetable and animal kingdoms, being similar to those of Canada, require no separate description.

Geology.—A great variety of rocks present themselves in Nova Scotia, but granite, trap, and clay slate predominate, particularly in the Cobeguid hills, (or as they are called mountains) and probably in the other elevated parts of the province: the most abundant variety is the grey granite, which prevails along the shore, and is well adapted for mill-stones; trap-rocks, sometimes interstratified with clay-slate,

protrude in various places, in immense parallel ridges, above the surface, and frequently in piles of loose masses heaped confusedly together, traversed frequently by veins of quartz. Within four miles of Halifax is a granite rock, seventy-five feet in circumference, weighing upwards of one hundred and fifty tons, poised so evenly on a flinty base of twelve inches, that the strength of one hand will put it in motion. Several extensive and beautiful grottoes are to be found in different parts of the coast; one at Pictou is one hundred feet long, with beautiful stalactites suspended from the roof; another at the Bay of Fundy, after passing a narrow entrance from the sea, expands into magnificent halls, apparently adorned with brilliant gems. There are also several other extensive caverns. Clay-slate is of extensive formation in the eastern section of the colony; it is generally of a very fine quality, and used as building stone at Halifax. Greywacke, and greywacke-slate extend along both shores of Chedabucto Bay, in which are found beds of limestone and numerous species of specular iron ore. The grindstones so much esteemed in the United States, under the term of "Nova Scotia blue grits," are obtained from a stratum of sand-stone, which is found between the coal and limestone; they afford a valuable branch of trade to the colony. Connected with carboniferous limestone are the valuable coal-fields of Nova Scotia, which, together with those of Cape Breton, (now working) afford sufficient of this important mineral to supply the whole continent of America, and when

the coal mines of even old England are exhausted, we may look to our North American colonies for a supply [1]. Varieties of iron, copper, and lead ores are abundant, and we may expect that at no distant day this portion of the British dominions will become the great mining district of the New World [2]. The soil of Nova Scotia is of various qualities; there are extensive alluvial tracts producing as rich crops as any soil in England would do; some of the uplands are sandy and poor, while, singular enough, the tops of the hills are productive to a high degree. On the south coast the land is so rocky as to be difficult of cultivation, but when the stones are removed excellent crops are yielded; the banks of rivers and the heads of bays on the north coast afford many fine fertile tracts.

CLIMATE.—The temperature of Nova Scotia is milder in winter, and the heat less intense in summer, than is the case at Quebec; the air is highly salubrious, eighty years being a frequent age in the full use of bodily and mental faculties; many settlers pass one hundred with ease and comfort. There are no diseases generated in the colony, which is also free from intermittent and other fevers. In order to remove the prevailing idea in England, that Nova Scotia is a region of snow and fog, I may state that the orchards of the province are equal to those of any part of America; plumbs, pears, quinces, and cherries,

[1] There is no anthracite coal in the United States: it is a bituminous substance, which is worked at Pennsylvania, &c. unfit for steam vessels.

[2] See Cape Breton for mining operations.

are found in all gardens, and of the most excellent quality. Cider of superior quality forms an article of export, and *peaches and grapes ripen in ordinary seasons without any artificial aid.* The summer heat is moderate and regular, with a soft south-west wind, changing materially on any inclination north or south of that point; the autumn is a delicious season, and there is seldom any severe weather until the end of December. Frost binds the earth from Christmas to April, with almost invariably an intervening thaw in January, as already described under *Lower Canada:* the heaviest fall of snow is in February, during the predominance of the north-west wind. Rain falls most frequently in spring and autumn, and a fog prevails on the south shore, near the mouth of the Bay of Fundy, but does not extend far inland. As the country becomes cleared, or owing to the causes stated in my first chapter, the climate is becoming milder; the following Meteorological Register is for Halifax :—

| | THER. FAHR. | | | WEATHER. | WIND. |
|---|---|---|---|---|---|
| | Max. | Med. | Min. | | |
| January ... | 42 | 26 | 2 | Clear, rain, snow. | N.S.W. |
| February... | 40 | 18 | 10 | Ditto, ditto, cloudy. | N.W. and variable. |
| March ..... | 52 | 25 | 6 | Ditto, cloudy, rain. | N.W. and S.W. |
| April ..... | 54 | 30 | 8 | Ditto, rain, and cloudy. | Westerly. |
| May ..... | 60 | 40 | 20 | Ditto, little rain. | N. and ditto. |
| June..... | 68 | 50 | 30 | Ditto. | W. and Northerly. |
| July ..... | 80 | 63 | 40 | Ditto, ditto, and fog. | W.N. and S. |
| August ... | 90 | 70 | 55 | Ditto, do. do. and hazy. | W. and Southerly. |
| September.. | 79 | 51 | 48 | Ditto, ditto. | N.W. and S. |
| October ... | 68 | 51 | 30 | Ditto. | S.W.N. and N.W. |
| November.. | 59 | 38 | 18 | Ditto, rain, and fog. | W. and S.W. |
| December .. | 46 | 25 | 7 | Ditto, and snow. | N.W. and N.E. |

## CHAPTER III.

POPULATION — DIVISION INTO COUNTIES — CULTIVATION — STOCK AND PRODUCE OF EACH DISTRICT, &c.

When first discovered, Nova Scotia, as well as other parts of America, was inhabited by Indians of a reddish-brown colour, with high cheek-bones, large lips and mouths, long black coarse hair, and fine intelligent, penetrating eyes; the males in height from five feet eight inches to six feet, with broad shoulders and strong limbs. The two principal tribes the Mic-macs and Richibuctoos, differing in features and in dialect, were equally savage in their mode of life and manners, but to some extent civilized and made nominal Christians, by the early French settlers, who trained the Indians to assist them in their wars against the English [1].

The wars between the rival contenders for the possession of Nova Scotia, the introduction of the small pox, and above all (strange to say) the maddening use of spirituous liquors, have swept off nearly every Indian from the face of the country where he was once master, and but few (not one

[1] In order to infuriate the semi-Christianized Indians against the English, the French jesuitically inspired them with the horrible idea that it was the English who crucified Christ!

thousand) of the Mic-macs still exist. Indolent, when not roused by the stimulus of hunger or revenge, the Indian dreams away life in a silent monotonous existence—his only wants are food, raiment, and shelter of the humblest kinds; and within a few years more the remnant of this extraordinary specimen of the human race will have entirely passed away.

Notwithstanding the peculiar sombreness of the Indian, he is capable of exercising his wit upon occasion—for example, one of the Mic-macs, not long since, entering a tavern in one of the country towns, to purchase some spirits, for which ten shillings were demanded, double the retail Halifax price, the black, or rather yellow man, expostulated on the extravagant price asked; the landlord endeavoured to justify it by explaining the expense of conveyance, the loss of interest, &c., and illustrated his remarks by saying that, "it was as expensive to keep a hogshead of rum as a milch cow; the Indian humorously replied, "*may be it drinks as much water*," alluding to its adulteration, "but certain *no eat so much hay*."

I have been unable to find any very accurate early details of the progress of population in the colony: in 1749, about 140 years after the settlement of the colony, the Acadians amounted to 18,000 in number; after the removal of these people from Nova Scotia, in 1755 the British settlers were computed at only 5000, and in 1764 the number of souls was reckoned at 13,000, including 2600 Acadians; in 1772, the reported numbers were 19,120; but in 1781,

in consequence of a number of persons having quitted the colony, the number was reduced to 12,000. Two years after, 20,000 loyalists arrived, so that the numbers were increased to 32,000; but by the subsequent separation of New Brunswick, Prince Edward's Isle, and Cape Breton into distinct governments, Nova Scotia had of course a diminished population. In 1807, the number of mouths was estimated at 65,000 (exclusive of Cape Breton Isle, then 2515). Two censusses have since been made at intervals of ten years each, the result of which was as follows [1]:—

| COUNTIES. | Whites. | | Free Blacks. | | Total in 1817. | Total in 1827. | Incr. in 10 years. |
|---|---|---|---|---|---|---|---|
| | Males. | Fem. | Males. | Fem. | | | |
| Halifax | 15181 | 13929 | 391 | 350 | 29851 | 46528 | ... |
| Hants | 3587 | 2956 | 82 | 60 | 6685 | 8627 | 1942 |
| Annapolis | 4861 | 4461 | 171 | 228 | 9721 | 14661 | 4940 |
| King's | 3457 | 3275 | 64 | 49 | 6845 | 10208 | 3363 |
| Shelburne | 5586 | 5892 | 232 | 236 | 11946 | 12018 | 72 |
| Queen's | 1421 | 1410 | 139 | 128 | 3098 | 4225 | 127 |
| Lunenburg | 3465 | 3052 | 58 | 53 | 6428 | 9405 | 2777 |
| Sydney | 3531 | 3100 | 246 | 214 | 7091 | 12760 | 5669 |
| Cumberland | 1641 | 1348 | 29 | 30 | 3048 | 5446 | 2398 |
| Total | 42730 | 39423 | 1412 | 1348 | 84913 | 123878 | 21288 |

The foregoing is exclusive of king's troops, which amounted, in 1817, to 1302; it is also exclusive of Cape Breton Isle, containing, in 1817, 14,000, and in 1827, 30,000.

[1] The mass of the present inhabitants consists of descendants from seven original emigrants from Great Britain, Ireland, Germany, New England, and seven Acadians. The majority in the East, the Pictou, and Sydney, are Scotch. New Englanders about Annapolis, &c.

It will be observed that the census of 1827 is differently arranged from that of 1817; the number of males, during the former period, was 72,971, and of females, 69,577, the annual births, 5246, the deaths, 2,124, and the marriages, 1073.

The aggregate of the census of 1827 (the last that has been taken) shows the number of male and female servants, exclusive of masters, as follows :—

POPULATION OF NOVA SCOTIA, IN 1827.

| | COUNTIES and DISTRICTS. | Population. | | | | | Births | Marriages. | Deaths. |
|---|---|---|---|---|---|---|---|---|---|
| | | No. of males in the county, exclusive of labourers or servants. | No. of females in ditto, exclusive of servants. | No. of labourers or male servants. | No. of female servants in ditto. | Total No. of souls in the county. | No. of, in the county during the year. | No. of females married in the county during same period. | No. of in county during same period, including labourers. |
| Halifax Co. | Penin. Halifax | 5546 | 6466 | 1321 | 1106 | 14439 | 384 | 87 | 520 |
| | Dis. Halifax | 4898 | 4614 | 689 | 345 | 10437 | 370 | 105 | 157 |
| | " Colches. | 3606 | 3597 | 315 | 185 | 7703 | 334 | 38 | 77 |
| | " Pictou . | 6704 | 6291 | 408 | 296 | 13949 | 501 | 70 | 115 |
| Counties of | Hants ..... | 3901 | 3692 | 619 | 415 | 8627 | 330 | 95 | 362 |
| | King's ..... | 4756 | 4654 | 537 | 261 | 10208 | 339 | 71 | 115 |
| | Annapolis.. | 7152 | 6917 | 339 | 253 | 14661 | 435 | 65 | 100 |
| | Shelburne . | 6133 | 5885 | 273 | 288 | 12018 | 635 | 129 | 124 |
| | Queen's ... | 1936 | 1915 | 251 | 123 | 4225 | 153 | 26 | 77 |
| | Lunenburg | 4531 | 4288 | 315 | 271 | 9405 | 331 | 78 | 123 |
| | Cumberlan. | 2568 | 2415 | 285 | 148 | 5416 | 242 | 46 | 49 |
| | Sydney..... | 6255 | 5775 | 431 | 222 | 12760 | 508 | 126 | 89 |
| | Total..... | 57986 | 56509 | 5783 | 3913 | 123848 | 4563 | 945 | 1908 |

I do not know whether the term *free blacks*, in the census of 1817 (and which I do not find in the census of 1827,) applies to the aboriginal inhabitants of the colony, or to the residue of a large party of maroons, who were shipped from Jamaica (see vol. iv.) to Nova Scotia, and who becoming dissatisfied, were

for the greater part subsequently trans-shipped to Sierra Leone.

Nova Scotia has been so long and so unjustly considered in England a bleak, marshy, and almost uninhabitable country, that I may be excused entering into some detail as to its inhabitants and localities, for as has been truly observed by a native of the colony, the extended and well cultivated valley of the Annapolis, the diversified and picturesque country of Horton and Cornwallis, the richness and extent of views in the vicinity of Windsor, the unrivalled beauty of Mahone Bay, with its numerous verdant islets, the whole country bordering on the Shubneccadie, very many spots in the eastern parts of the province, and the extensive townships of Newport and Yarmouth, cannot fail to excite the wonder of strangers, that they exist in a territory which has always been represented as the most uninteresting part of the continent of North America.

The territorial distribution of the Nova Scotia government is—1. Eastern division; 2. Middle; 3. Western; 4. Halifax; 5. Cape Breton (*see next Book*); there are ten counties, some of which are again subdivided into districts and townships, for the more convenient administration of justice. The only counties divided into districts are, *Halifax* into three, viz. Halifax, Colchester, and Pictou; and *Sydney* into Lower and Upper.

The townships are not all of equal extent, nor of equal number in each county, viz. in *Halifax* there are Halifax, Dartmouth, Preston, and Lawrence Town (in Halifax District); Truro, Onslow, and London-

derry (in Colchester District); Pictou, Egerton, and Maxwelton (in Pictou District);—*Lunenburg*, Chester, Lunenburg, and Dublin.—*Queen's*, Liverpool.—*Shelburne*, Shelburne, Yarmouth, Barrington, Argyle, and Pubnico.—*Annapolis*, Digby, Clements, Clare, Annapolis, Granville, and Wilmot.—*King's*, Aylesworth, Cornwallis, Horton, and Sherbrooke.—*Cumberland*, Wallace, Amherst, and Pamborough.—*Hants*, Falmouth, Windsor, Rawdon, Kempt, Douglas, and Newport.—*Sydney*, St. Mary's, Guysborough, Manchester, Wilmot, and Dorchester, or Antigonish. In each township the inhabitants meet, as in an English parish, and assess themselves for the support of the poor.

Halifax division, containing part of the county of the same name, and the townships of Halifax, Dartmouth, Preston, and Lawrence Town, is thus presented at the last census:—

| TOWNSHIP or SETTLEMENT. | Population | Land cultivated | Produce. | | | | Stock. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Mouths | Acres. | Wheat, bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned cattle. | Sheep. | Swine. |
| *Halifax Town* | 14439 | 1020 | 128 | 4105 | 23601 | 1021 | 399 | 458 | 39 | 493 |
| Musquodoboit Sett. | 1312 | 3909 | 3125 | 14034 | 42314 | 4061 | 461 | 2376 | 3177 | 1100 |
| Margaret's Bay | 783 | 961 | 405 | 948 | 15510 | 779 | 4 | 642 | 466 | 229 |
| Dover | 38 | | | | | | 44 | | | 5 |
| Hammond Plains | 658 | 1201 | 110 | 837 | 4520 | 256 | 4 | 129 | 132 | 88 |
| Wellington | 73 | 68 | | 76 | 826 | 14 | | 9 | | 11 |
| Peggy's Cove | 44 | 4 | | 5 | 190 | 2 | 10 | 0 | | 8 |
| Spryfield | 67 | 156 | 30 | 375 | 1940 | 77 | 10 | 41 | 14 | 24 |
| Harriett Fields | 56 | 191 | | 310 | 2380 | 106 | 11 | 76 | 20 | 19 |
| Prospect Road | 76 | 124 | | 475 | 2840 | 102 | 9 | 61 | 25 | 23 |
| Up. & Lo. Prospect | 425 | 259 | 2 | 196 | 5835 | 98 | 3 | 89 | 53 | 93 |
| Sambro | 205 | 107 | 10 | 76 | 1850 | 75 | 5 | 42 | | 34 |
| Portuguese Cove | 170 | 67 | | 10 | 830 | 65 | 3 | 32 | 5 | 24 |
| Bear Cove | 42 | 50 | | | 960 | 40 | 1 | 35 | 15 | 12 |
| Halibut Bay | 19 | 8 | | | 250 | 12 | 10 | 9 | | 7 |
| Herring Cove | 205 | 18 | | | 595 | 14 | 1 | 14 | 3 | 36 |
| Ketch Harbour | 179 | 32 | | 31 | 1085 | 19 | 2 | 15 | | 19 |
| Ferguson's Cove | 160 | 17 | | | 220 | 11 | 26 | 11 | 2 | 8 |
| Dutch Village | 176 | 111 | | 247 | 1630 | 125 | 12 | 83 | 77 | 35 |
| Beaver Bank | 52 | 225 | 80 | 365 | 1480 | 90 | 93 | 27 | 70 | 41 |
| Windsor Road | 502 | 1300 | 87 | 1375 | 6143 | 543 | 38 | 186 | 272 | 154 |
| Truro Road | 203 | 178 | 282 | 1886 | 3980 | 382 | 5 | 249 | 373 | 122 |
| M'Nab's Island | 55 | 177 | | 590 | 2586 | 181 | | 32 | 550 | 14 |
| Duggan's Island | 9 | 6 | | 10 | 200 | 8 | 27 | 5 | 6 | 10 |
| Eastern Passage | 157 | 214 | 24 | 1341 | 2950 | 259 | 58 | 138 | 146 | 48 |
| *Dartmouth* | 960 | 504 | 74 | 921 | 8480 | 301 | 111 | 195 | 162 | 130 |
| Cow Bay | 110 | 148 | 89 | 294 | 1900 | 121 | 44 | 97 | 183 | 50 |
| *Preston* | 1043 | 906 | 56 | 921 | 11320 | 507 | 13 | 289 | 133 | 221 |
| Lake Porter | 259 | 368 | 110 | 505 | 4195 | 233 | 28 | 202 | 238 | 123 |
| Cole Harbour | 286 | 406 | 278 | 603 | 8010 | 417 | 21 | 275 | 507 | 163 |
| *Lawrence Town* | 161 | 257 | 45 | 691 | 6502 | 384 | 5 | 263 | 337 | 147 |
| Three Fathom Harbor | 105 | 189 | 289 | 340 | 5050 | 226 | 20 | 163 | 270 | 99 |
| Chizetcook | 580 | 378 | 52 | 744 | 9982 | 374 | 1 | 543 | 335 | 257 |
| Petpiswick | 112 | 34 | | 53 | 1370 | 43 | | 77 | 72 | 37 |
| Tangier | 42 | 16 | | 5 | 680 | 12 | 1 | 9 | 16 | 9 |
| Pope's Harbour | 76 | 55 | 20 | 55 | 1700 | 70 | | 45 | 19 | 34 |
| Jedore | 183 | 102 | | 63 | 2350 | 114 | | 39 | 87 | 54 |
| Clam Harbour | 39 | 13 | | | 390 | 15 | | 17 | 5 | 9 |
| Little Harbour | 17 | 4 | | | 170 | 3 | | 3 | | 4 |
| Shoal Bay | 95 | 46 | | 20 | 1530 | 58 | | 39 | 58 | 33 |
| Taylor's Bay | 107 | 88 | 60 | 110 | 2080 | 112 | | 79 | 120 | 31 |
| Ship Harbour | 177 | 81 | | 95 | 2310 | 69 | | 49 | 56 | 50 |
| Sheet Harbour | 134 | 184 | 10 | 270 | 2684 | 177 | 1 | 170 | 171 | 71 |
| Salmon River | 56 | 26 | | 50 | 850 | 33 | | 26 | 28 | 17 |
| Newcomquoddy | 138 | 93 | | 163 | 3450 | 137 | | 119 | 139 | 55 |
| Jecum Tecum | 25 | 12 | | 3 | 350 | 7 | | 8 | 12 | 4 |
| Mecum Tack | 66 | 52 | | 110 | 2380 | 70 | | 59 | 95 | 21 |
| Total | 24876 | 14460 | 5426 | 32317 | 202642 | 11873 | 1480 | 7588 | 8759 | 4160 |

The naval capital of British North America, Halifax, has been before described, and Dartmouth requires no separate account; we may, therefore, proceed to the eastern division, containing the districts of Colchester, Pictou, and the counties of Sydney

and Cumberland. The district of Colchester is a part of the county of Halifax, and is bounded on the north-west by the county of Cumberland, on the west by the Shubneccadie river, on the south by the district of Halifax, and on the north and east by the district of Pictou. It contains three townships, Truro, Onslow, and Londonderry, besides the settlements of Economy, Stewiack, Tatamagouch, Salmon River, Shubneccadie, Brookfield, &c.

The township of Truro, which contains 30,000 acres, has a highly pleasing aspect when viewed from the high land on the north-east. The whole sweep of the Basin of Minas, as far as Cape Blomedon, embracing a space of more than sixty miles, is distinctly visible, while the two villages, into which the township is mainly divided, with their level marshes relieved by finely swelling uplands, and backed with wooded and undulating hills, compose the foreground of this beautiful landscape. The indenture made by the Shubneccadie[1], on its western boundary, is a striking feature in this scene, and when viewed with a previous knowledge of the singular character of the river, it invests it with a peculiar interest. The Shubneccadie, at the ferry, where it is a mile in width, rises fifty feet at flood tide, and at the distance of twelve miles, twenty-five or thirty feet. At times the stream runs at the rate of seven and eight miles an hour, but notwithstanding the rapidity of the cur-

[1] This river has been made the medium for projecting a canal between Halifax, on the south coast, and the Bay of Minas on the north coast; the cost of which, 75,000*l.*, will be chiefly defrayed by the colonists.

rent, the river is securely navigable to the distance of thirty miles, by those acquainted with its eddies. Its banks are precipitous, but in general of that formation which admits of the most fantastical appearances, being shaped by the waters, and are in most places fringed and overhung by trees of great beauty. But these banks, so romantic and inviting to the lover of natural scenery, are also enriched with inexhaustible treasures of plaister of Paris and limestone, and few farms in the vicinity are deficient of these valuable resources. Quarries of excellent free-stone are equally accessible. The line of the bay, being almost everywhere level, presents, with the exception of Savage's Island and the site of the Presbyterian Meeting House, only those views which the industry of man has created [1].

[1] I am indebted for these details to Mr. Haliburton.

## THE POPULATION OF THE DISTRICT OF COLCHESTER, IN 1827, WAS:—

| TOWNSHIPS and SETTLEMENTS. | Population. | AGRICULTURE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Land cultivated. | Produce. | | | | Stock. | | | |
| | Mouths. | Acres. | Wheat bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned cattle. | Sheep. | Swine. |
| Truro township | 1380 | 4551 | 2787 | 12053 | 53545 | 2654 | 285 | 1451 | 2295 | 868 |
| Onslow township | 1239 | 5729 | 3035 | 13631 | 54935 | 2832 | 245 | 1768 | 1263 | 1314 |
| Londonderry township | 1398 | 4924 | 4195 | 12114 | 55000 | 3581 | 249 | 2045 | 2431 | 1330 |
| Economy Settlement | 527 | 1937 | 1375 | 3071 | 22140 | 1209 | 112 | 646 | 1254 | 593 |
| Stewiacke | 1223 | 6170 | 3463 | 12645 | 41018 | 3806 | 331 | 2432 | 2841 | 1280 |
| Tatamagouche and Earl Town | 1104 | 2607 | 1820 | 3978 | 37780 | 860 | 86 | 818 | 1113 | 788 |
| Salmon River | 102 | 409 | 144 | 1850 | 3125 | 111 | 10 | 88 | 92 | 72 |
| Shubneccadie and Halifax Road | 334 | 1694 | 910 | 2482 | 11465 | 1016 | 62 | 466 | 655 | 276 |
| Brookfield, &c. | 309 | 989 | 847 | 2166 | 11667 | 673 | 53 | 428 | 731 | 355 |
| District of Colchester | 7616 | 29010 | 18576 | 63993 | 290675 | 16742 | 1433 | 10142 | 12675 | 6876 |
| ——— Castlereagh | 87 | 125 | 68 | 25 | 1560 | 14 | 7 | 35 | 38 | 36 |
| Total | 7703 | 29135 | 18644 | 64018 | 292235 | 16756 | 1440 | 10177 | 12713 | 6912 |

Castlereagh lies north of the Polly Mountain, between the District of Colchester and the County of Cumberland.

N.B. The year 1827 was very unfavourable to the growth of wheat, and this return may be considered not more than one-third of an average crop.

PICTOU, which is the third and last district of the county of Halifax, is bounded on the west by the district of Colchester, on the south by the district of Halifax, on the east by the county of Sydney, and on the north by the Gulf of St. Lawrence. It contains three townships, Pictou, Egerton, and Maxwelton. The general appearance of this district resembles that of most parts of the province, its surface being everywhere diversified by hill and dale, seldom approaching to the altitude of mountains, and nowhere presenting any very extended plains. In consequence of this inequality in its formation, it is well irrigated by streams and brooks, which, by their union, form several rivers. Of these the East and French rivers fall into Merrigomish, the East, Middle, and West rivers, flow into the harbour of Pictou, and Big and Little rivers discharge themselves into Carriboo, between which and the boundary of the district of Colchester, are the rivers Toney and John.

The north coast, though last settled, is evidently the most important part of Nova Scotia. The fertility of the land, its proximity to the fisheries, its coal and other mineral productions, naturally lead to the conclusion that it will, at no distant period, be the seat of enterprise and wealth. The Harbour of Pictou is admirably situated for becoming the emporium of the trade of the Gulf of St. Lawrence, and is already the centre of enterprise in that part of the province. Between the Bay of Verte and the Gut of Canso it occupies a central position; and from the latter place to Quebec, although there are several harbours, both sheltered and commodious, it is not surpassed by any, either in facility of entrance, good anchorage, or general safety.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Total..... | 7703 | 29135 | 18644 | 64018 | 292235 | 16756 | 1440 | 10177 | 12713 | 6912 |

Castlereagh lies north of the Folly Mountain, between the District of Colchester and the County of Cumberland.
N.B. The year 1827 was very unfavourable to the growth of wheat, and this return may be considered not more than one-third of an average crop.

The great coal fields contained in the district, and accessible only by the waters which flow into its harbour, mark it as the first part where the forest is likely to disappear; and also as the site of the manufacturing establishments. When considered in reference to the coast, to Halifax, Quebec, Cape Breton, and Prince Edward Island, it is also equally evident, that this abundance of fuel will render it the centre of steam navigation. There is but one point in which it is inferior to Halifax, the harbour is oftener frozen over in winter, but even in despite of this serious inconvenience, it is more likely to become the rival of the capital, than any other sea-port in the province. At present its population is from four to five thousand souls, whose houses, unlike most of those in our other colonies, are generally built of stone; it contains several places of worship; an Episcopal, Roman Catholic, and two Presbyterian chapels; an academy, grammar school, court house, and public library. As a free warehousing port, its trade in timber, coal, and fish, has rapidly increased, the exports alone amounting to upwards of 100,000*l.* per annum. Pictou harbour has twenty-two feet over a bar at low water; inside it is a capacious basin with five to nine fathoms sound anchorage.

The soil is in general of a superior quality, and susceptible of a high state of cultivation. As an agricultural district, it is inferior to none in the province, and although its settlement is comparatively of recent date, the census of 1827 shows that a greater quantity of wheat was raised within it than in any of the other counties or districts.

## CENSUS OF PICTOU AND NORTH COAST.

| TOWNSHIPS and SETTLEMENTS. | Population. | AGRICULTURE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Land cultivated, acres. | Produce. | | | | Stock. | | |
| | | | Wheat, bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned cattle. | Sheep. | Swine. |
| Town of Pictou | 1439 | 766 | 474 | 2433 | 9815 | 380 | 73 | 192 | 244 | 23 |
| Fisher's Grant | 170 | 676 | 541 | 952 | | 141 | 16 | 148 | 266 | 108 |
| Town of New Glasgow | 200 | 350 | 161 | 530 | 1220 | 87 | 17 | 86 | 140 | 30 |
| Albion Mines | 170 | | | | | | 7 | | | |
| East River | 3349 | 15095 | 17612 | 31306 | 79278 | 3379 | 521 | 3496 | 6869 | 2071 |
| Middle River | 1398 | 6626 | 2533 | 15677 | 41610 | 1614 | 213 | 1482 | 2775 | 929 |
| West River | 1042 | 4440 | 2814 | 11142 | 35842 | 1253 | 166 | 1056 | 1928 | 606 |
| Six and four mile Brooks | 309 | 1274 | 412 | 2238 | 9825 | 220 | 38 | 251 | 369 | 151 |
| Mount Tom | 276 | 994 | 389 | 1958 | 9280 | 232 | 38 | 244 | 361 | 131 |
| Mount Dalhousie and Rodgers' Hill | 961 | 3103 | 1377 | 8212 | 20810 | 817 | 125 | 820 | 1477 | 626 |
| Scotch Hill | 315 | 778 | 429 | 1776 | 4530 | 366 | 29 | 190 | 367 | 114 |
| River John | 1067 | 3425 | 2601 | 5153 | 33585 | 1070 | 93 | 983 | 1566 | 498 |
| Carriboo | 652 | 1985 | 1094 | 3076 | 14520 | 335 | 27 | 476 | 903 | 216 |
| Pictou Island | 59 | 116 | 80 | 101 | 630 | 12 | | 26 | 26 | 12 |
| Merigomish | 1787 | 7344 | 5766 | 9369 | 80378 | 1365 | 185 | 1722 | 2883 | 7085 |
| Little Harbour | 505 | 2199 | 1915 | 3639 | 12336 | 497 | 61 | 529 | 1014 | 344 |
| Transient persons moving from place to place within the District, supposed | 250 | | | | | | | | | |
| Total | 13949 | 49181 | 38198 | 98562 | 122654 | 11750 | 1609 | 11701 | 21128 | 12945 |

CUMBERLAND county is bounded on the north-west by Chiegnecto Channel, the Missiguash River, and part of New Brunswick; on the east by the Straits of Northumberland; on the south-east by the district of Colchester; and on the south by the township of Parrsborough and part of the Bay of Fundy. Previous to the year 1784 (when New Brunswick was created a separate government), the township of Sackville was contained within the limits of this county, but it is now a part of New Brunswick, and is called Westmoreland. Cumberland county contains two townships, Amherst and Wallace, and a number of settlements not comprised within either; viz.—Fort Lawrence, Maccan, Nappan, Minudie, West Chester, Pugwash, Fox Harbour, River Philip, Goose River, &c. Adjoining the boundary line, is *Fort Lawrence Settlement*, lying between the Missiguash and the La Planch. On the former river, which is navigable about two miles, there are 2000 acres of dyke land, one half of which is in New Brunswick; and on the latter river 4000, one moiety being in this settlement, and the other in Amherst. It is unquestionably the most productive part of Nova Scotia, and not inferior to any other portion of America of the same extent. Here stood the two rival forts of Beau Sejour[1] and Lawrence, separated from each other by the little stream of Missiguash. From the bastion of Beau Sejour Fort, there is a splendid view, embracing the great

[1] After Beau Sejour was captured, its name was altered to that of Cumberland.

Tanteimarr and Missiguash meadows, Baronsfields, Westmoreland, and the country at the foot of the Shepody mountains; vast stacks of hay cover these alluvial lands, as far as the eye can reach, and the substantial farm houses, and numerous herds, bespeak the wealth and independence of the yeomanry.

The township of Wallace contains several flourishing settlements. Wallace Town is situate at the mouth of the noble bay of that name, which is navigable for the largest ships above six miles, and for smaller ones above twelve. The river Remsheg, after a course of twenty-five miles, discharges itself into the bay. Pugwash Bay is one of the finest harbours in the county; the shore is so bold that vessels of 500 tons burthen may lie at all times in safety within twenty yards of it: above the channel, which is not more than a quarter of a mile wide, it becomes a beautiful basin, into which the Pugwash river discharges itself. The river Philip, which unites with several others, also discharges itself into the sea, near Pugwash Harbour. Fox Harbour, on Pugwash Bay, was settled twenty years ago by Scotch Highlanders, who are now both comfortable and affluent.

Besides coal, freestone, and grindstone, plaster of Paris abounds at the head of Chiegnecto Bay, and occurs on the Macan. Lime is also found in the vicinity of Amherst, at the River Philip, and at Macan and Napan. Although its value in agriculture is not unknown to the inhabitants, it has not been often applied to that purpose, nor is it probable it will ever enter into general use: the numerous bays, rivers, creeks, and coves, with which Cumberland is inter-

sected, presenting in the alluvial deposit, a more simple and not less valuable manure. The dyked land in this county, exclusive of salt marsh and intervale, exceeds 17,250 acres.

The inhabitants of this district are composed of emigrants from New England, before the revolutions, and of emigrants from the county of York, in Great Britain, and from the north of Ireland.

CENSUS OF CUMBERLAND COUNTY.

| TOWNSHIPS and SETTLEMENTS. | AGRICULTURE. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Population. | Land cultivated, acres. | Produce. | | | | Stock. | | | |
| | | | Wheat, bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned cattle. | Sheep. | Swine. |
| Amherst Township | 1128 | 7284 | 2919 | 9982 | 80440 | 3687 | 346 | 1925 | 2398 | 1147 |
| Wallace Ditto | 1211 | 4992 | 3182 | 5356 | 39425 | 1919 | 198 | 1372 | 2003 | 931 |
| River Philip Settlement | 766 | 3514 | 2212 | 4158 | 30355 | 1427 | 124 | 878 | 1941 | 821 |
| Mabuda Do. | 615 | 3467 | 1564 | 2129 | 32095 | 1917 | 158 | 1190 | 1204 | 523 |
| Macan Do. | 408 | 2082 | 882 | 2119 | 21253 | 1037 | 95 | 626 | 847 | 542 |
| Napan Do. | 417 | 2506 | 1299 | 3391 | 27620 | 1463 | 125 | 895 | 1184 | 558 |
| Goose River Do. | 190 | 1150 | 592 | 1341 | 8120 | 350 | 38 | 241 | 439 | 207 |
| Westchester Do. | 260 | 1260 | 422 | 1699 | 7657 | 389 | 42 | 277 | 490 | 305 |
| Wentworth Do. | 239 | 1026 | 583 | 860 | 8750 | 493 | 43 | 263 | 353 | 248 |
| Fort Lawrence Do. | 182 | 2027 | 697 | 3032 | 14180 | 1108 | 95 | 559 | 717 | 251 |
| Total... | 5416 | 29308 | 14152 | 34067 | 269897 | 13790 | 1264 | 8226 | 11576 | 5533 |

SYDNEY COUNTY has been, of late years, divided into two districts, the Upper and Lower; the Upper forms a triangle, its south side being thirty-six miles long, its western twenty-five, and its sea-coast, including the circuit of St. George's Bay, about fifty miles. It includes about one-third of the whole county, comprehending the settlements of Antigonish, Gulf Shore, Cape George, Pomquet, Tracadie, and Harbour au Bushee. In an agricultural point of view it is far superior to the Lower District; and, notwithstanding the numerous and beautiful harbours, and valuable fishery, possessed by the latter, it is also much more populous.

The Lower District extends, on its interior or northern boundary, from Cape Porcupine, at the north end of the Gut of Canseau, to the eastern bounds of the district of Halifax, forty miles; on its western side, from the southern boundary of Pictou district, to the mouth of Ekemseegam Harbour, thirty miles; and on the sea-coast, including the shore of Chedabucto Bay, one hundred and twenty miles. No part of Nova Scotia, and perhaps few countries in the world, afford so many excellent harbours in the same extent of coast. Mary Joseph, Liscomb, Country Harbour, Whitehead Harbour, Canseau, and Crow Harbour, are all navigable for the largest ships, and are accommodated with safe and extensive anchorage ground. Ekemseegam, Little Liscomb, Little St. Lawrence, St. Mary's, Hollands, Beckerton, Fisherman's, Isaac's, Islands, Coddels, Torbay, Molasses, Raspberry, Big Dover, Little Dover, St. Andrew's Channel, Glasgow, George's, Little Canseau, Philip's,

Guysborough, or Milford Haven, are all accessible and safe for small vessels, and several of them for ships of four or five hundred tons burthen. Although inferior in its agricultural resources to the upper district, it possesses much greater facilities for commerce and navigation, and its fisheries are the best in the province.

CENSUS OF SYDNEY COUNTY.

| TOWNSHIPS. | Population. | AGRICULTURE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Land cultivated, acres. | Produce. | | | | Stock. | | | |
| | | | Wheat, bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned cattle. | Sheep. | Swine. |
| Dorchester | 2432 | 8425 | 4711 | 9085 | 75060 | 3387 | 173 | 3416 | 5090 | 1456 |
| St. Andrew's | 1632 | 7456 | 4287 | 5931 | 58297 | 2275 | 115 | 2648 | 3825 | 1211 |
| Arisaig | 1568 | 7961 | 4975 | 6156 | 50260 | 1793 | 132 | 2257 | 3913 | 1004 |
| Tracadie | 1471 | 6569 | 3405 | 7241 | 49610 | 2557 | 143 | 2172 | 4130 | 1382 |
| Amount of Upper District | 7103 | 31411 | 17378 | 28413 | 233227 | 10012 | 563 | 1049 | 16958 | 5053 |
| Amount of Lower District | 5657 | 8054 | 4541 | 9760 | 130061 | 5782 | 285 | 5213 | 7391 | 2652 |
| Grand total | 12760 | 39465 | 21919 | 38173 | 363288 | 15794 | 848 | 15706 | 24349 | 7705 |

MIDDLE DIVISION.—This division contains three counties—Hant's county, Lunenburg county, and Queen's county. The county of Hants is bounded on the west by Horton, on the north by the Basin of Minas, on the east by the Shubenaccadie River, and on the south by parts of the counties of Halifax and Lunenburg. It contains six townships—Windsor, Newport, Rawdon, Kempt, Douglas, and Falmouth.

*Windsor.*—This place is distant from Halifax forty-five miles, the road to which, by many late alterations, is level, and in an excellent state of repair. After passing the boundary of Halifax county, the appearance of the land indicates a decided change in its quality. The sombre spruce and fir, and the dwarf birch, that clothe the country for twenty miles from the capital, are succeeded by a growth of beech mingled with hemlock, elm, and maple; and the surface of the ground is no longer encumbered with heavy masses of stone. From the Ardoise hills the whole of this township is displayed to view, and on a nearer approach it loses nothing of the charm impressed upon it by this distant prospect. It was held in great estimation by the French, on account of its extensive and fertile meadows, which they enclosed with dykes, and brought into a high state of cultivation. The crops of wheat which they raised were so superabundant, that for many years previous to the war of 1756, they exported a great quantity to Boston. The luxuriance of the meadows, the frequent changes of scenery, the chain of high hills on the north and west, clothed with variegated foliage, and

the white sails of numerous vessels on the Avon and St. Croix, are among the leading features of this lovely landscape.

HANTS COUNTY CENSUS.

| TOWNSHIPS. | AGRICULTURE. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Population. | Land cultivated, acres. | Produce. | | | | Stock. | | | |
| | | | Wheat, bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned cattle. | Sheep. | Swine. |
| Windsor | 2065 | 6195 | 4435 | 10337 | 42531 | 3555 | 884 | 1642 | 2761 | 864 |
| Newport | 1960 | 11035 | 4350 | 10437 | 54629 | 3626 | 528 | 2781 | 4417 | 1390 |
| Falmouth | 869 | 3017 | 2190 | 5249 | 29885 | 2394 | 248 | 839 | 1555 | 834 |
| Fawdon | 865 | 5570 | 1586 | 5558 | 25665 | 1996 | 247 | 898 | 1760 | 652 |
| Douglas | 2273 | 9442 | 5188 | 11712 | 6588 | 5436 | 430 | 2752 | 3601 | 1797 |
| Kempt | 595 | 2271 | 773 | 2035 | 9350 | 970 | 148 | 563 | 769 | 390 |
| Total..... | 8627 | 37531 | 18520 | 45328 | 227948 | 19977 | 2486 | 9475 | 14863 | 5927 |

KING'S COUNTY is bounded on the south by the counties of Lunenburg and Hants, on the east by Cumberland, on the north by the Bay of Fundy, and on the west by the county of Annapolis. It contains four townships—Horton, Cornwallis, Parrsborough, and Aylesford.

After leaving Falmouth, and proceeding on the great western road, the attention of the traveller is arrested by the extent and beauty of a view which bursts upon him very unexpectedly, as he descends the Horton mountains. A sudden turn of the road displays at once the townships of Horton and Cornwallis, and the rivers that meander through them. Beyond is a lofty and extended chain of hills, presenting a vast chasm, apparently burst out by the waters of nineteen rivers, that empty themselves into the Basin of Minas, and here escape into the Bay of Fundy. The variety and extent of this prospect, the beautiful verdant vale of the Gaspereaux, the extended township of Horton, interspersed with groves of wood and cultivated fields, and the cloud clapt summit of the lofty cape, that terminates the chain of the north mountains, form an assemblage of objects rarely united with so striking an effect.

## KING'S COUNTY CENSUS.

| TOWNSHIPS. | Population. | AGRICULTURE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Land cultivated, acres. | Produce. | | | | Stock. | | | |
| | | | Wheat, bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned cattle. | Sheep. | Swine. |
| Parrsborough | 1692 | 6335 | 3019 | 7618 | 78865 | 3384 | 235 | 1951 | 2423 | 1585 |
| Cornwallis | 4404 | 13100 | 11555 | 28270 | 281727 | 11120 | 261 | 5316 | 8484 | 3227 |
| Horton | 3014 | 11286 | 9452 | 25258 | 148386 | 8251 | 629 | 4121 | 5650 | 2791 |
| Aylesford | 1055 | 3300 | 1563 | 4224 | 27705 | 2514 | 161 | 1158 | 1910 | 582 |
| | 10165 | 34021 | 25590 | 64833 | 336683 | 25269 | 1786 | 12546 | 18467 | 18467 |
| Part of Dalhousie Settlement included in the Township of Aylesford | 43 | 129 | 78 | 267 | 2220 | 67 | 3 | 34 | 107 | 47 |
| Total | 10208 | 34150 | 25668 | 65100 | 538903 | 25332 | 1789 | 12580 | 18574 | 18514 |

The common pasturage lands of the country are not included in the number of acres of cultivated land. The Sheriff of this County also states in his return, that the crop of wheat for 1827 was not more than one-third of an average crop, with the exception of the Wellington Dyke, the produce of which was considered a fair crop.

LUNENBURG COUNTY is bounded on the east by the counties of Hants and Halifax, on the north by the counties of King's and Annapolis, on the west by Queen's county, and on the south by the Atlantic Ocean. It extends from east to west forty miles, and its extreme width is thirty-five miles, exclusive of the space occupied by nearly three hundred islands, which lie scattered in groups along its shores and harbours. It contains three townships—Chester, Lunenburg, and New Dublin. After passing the boundary of Halifax county, the first bay west of St. Margaret's is Mahone, which, though differently formed, is equally extensive; it is separated from the former by the high lands of Haspatagoen, which may be discerned at a distance of seven or eight leagues. There are a great number of small islands within the bay, which afford good anchorage, and assist in forming the snug and commodious harbour of Chester. Most of these islands are in a state of nature, but the great Tancook is settled, and contains thirty families, who derive their subsistence wholly from tilling the land. From these islands to the head of Mahone Bay, along the western shore, are several places affording perfect security for ships of the line.

LUNENBURG COUNTY CENSUS.

| TOWNSHIPS. | Population. | AGRICULTURE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Land cultivated, acres. | Produce. | | | | | Stock. | | |
| | | | Wheat, bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned cattle. | Sheep. | Swine. |
| Chester..... | 2092 | 3346 | 558 | 6061 | 56800 | 1746 | 38 | 1645 | 2412 | 1151 |
| New Dublin.... | 2275 | 3040 | 551 | 6041 | 84335 | 2582 | 59 | 2291 | 2376 | 1414 |
| Lunenburg.... | 5038 | 7081 | 2008 | 21044 | 193028 | 6249 | 105 | 5042 | 6350 | 2766 |
| Total.... | 9405 | 13467 | 3117 | 33146 | 334163 | 10577 | 202 | 8978 | 11238 | 5331 |

Queen's County is bounded on the east by the county of Lunenburg, on the north by the county of Annapolis, on the west by the county of Shelburne, and on the south by the Atlantic Ocean. It contains two townships (Liverpool and Guysborough), and several settlements. After passing the bounds of Lunenburg county, the first harbour is *Port Medway*, which is remarkable both for its navigable capacity, and its consequence as a fishing station. The entrance is marked by a high hill on the western, and by low ragged islands on the south side, and varies in depth from five to fourteen fathoms.

QUEEN'S COUNTY CENSUS.

| TOWNSHIP and SETTLEMENTS. | Population. | AGRICULTURE. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Land, cultivated, acres. | Produce. | | | | Stock. | | | | |
| | | | Wheat, bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned cattle. | Sheep. | Swine. |
| Liverpool Township..... | 4342 | 3006 | 644 | 1624 | 27430 | 2290 | 91 | 1601 | 1237 | 1543 |
| Port Jolly Settlement ... | 146 | 205 | — | 106 | 2700 | 146 | 4 | 156 | 228 | 97 |
| Port Mouton Do. ..... | 359 | 247 | 3 | 82 | 4537 | 192 | 600 | 156 | 184 | 175 |
| Brookfield Do. ..... | 172 | 932 | 172 | 353 | 4087 | 410 | 21 | 212 | 433 | 180 |
| Caledonia Do. ..... | 119 | 773 | 211 | 585 | 2865 | 329 | 21 | 190 | 210 | 188 |
| Harmony Do. ..... | 167 | 467 | 332 | 526 | 2298 | 210 | 26 | 121 | 139 | 81 |
| Total..... | 4225 | 5630 | 1362 | 3476 | 52817 | 3577 | 763 | 2436 | 2737 | 1941 |

WESTERN DIVISION.—This division contains two counties, Annapolis county and Shelburne county. The county of ANNAPOLIS is bounded on the north and west by the Bay of Fundy, on the south by the counties of Shelburne, Lunenburg, and Queen's, and on the east by King's county. It is divided into two districts, the Upper and Lower. The former contains three townships, Wilmot, Granville, and Annapolis, and the latter three—Clements, Digby, and Clare.

ANNAPOLIS COUNTY CENSUS.

| TOWNSHIPS. | Population. | AGRICULTURE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Land cultivated, acres. | Produce. | | | | Stock. | | | |
| | | | Wheat, bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned cattle. | Sheep. | Swine. |
| Annapolis & Dalhousie | 2578 | 4758 | 1225 | 65415 | 7270 | 5182 | 314 | 2713 | 8315 | 1291 |
| Granville | 2526 | 4200 | 1714 | 54699 | 4125 | 4062 | 264 | 2789 | 3767 | 1194 |
| Digby | 3614 | 2492 | 195 | 78688 | 4055 | 3632 | 216 | 2799 | 5605 | 1037 |
| Wilmot | 2294 | 5190 | 1780 | 49816 | 5455 | 4525 | 328 | 2435 | 4173 | 1327 |
| Clements | 1611 | 2649 | 467 | 32630 | 2307 | 2051 | 153 | 1400 | 2290 | 614 |
| Clare | 2038 | 2885 | 29 | 104230 | 3097 | 2090 | 76 | 1736 | 2892 | 1341 |
| Total | 14661 | 22174 | 5410 | 385478 | 26309 | 21549 | 1351 | 13872 | 27042 | 6804 |

Shelburne County is bounded on the east by Queen's county, on the north by Annapolis county, and on the south and west by the Atlantic Ocean. It contains four townships—Yarmouth, Argyle, Barrington, and Shelburne.

The township of Yarmouth lies between Clare and Argyle, with the latter of which it forms a district, and is bounded on the west by the Atlantic Ocean,

and on the east by ungranted lands. Its medium length is about twenty, and its breadth twelve miles. It comprises about 100,000 acres of land, exclusive of allowances for lakes, of which eight have been already explored. The principal one, Lake George, is, next to Rossignol, the largest in the province. Besides these lakes, the township is intersected by the Yarmouth, Chebogue, Chegoggin, Beaver, Salmon, and Tusket rivers. The face of the country is very agreeably diversified, and in point of scenery it is one of the most beautiful portions of Nova Scotia. The climate is more temperate than that of less insulated parts of the province, the mercury very rarely falling as low as Zero, nor rising higher than 80°: the mean temperature is about 48°. At a short distance from the salt water, apples, plums, and cherries, succeed well; and on the banks of the Tusket, pears, peaches, and melons ripen. The sea-breeze and the fogs, which occasionally occur in summer, render Yarmouth more suitable for the production of potatoes and grass, the manufacture of butter and cheese, and the rearing of cattle, than for the culture of grain, of which not more than 5000 bushels were raised in 1827. The soil of the upland is in general strong and productive, but requires much labour in the first instance, before it can be brought into a state of culture. The marshes, though extensive, are very inferior to those at the head of the Bay of Fundy. They yield, when dyked, good grass, but are too spongy to admit of the use of the plough, partaking more of the quality of peat, than of alluvial deposit. The principal harbour is Cape

Forchu, which is large and well sheltered. It is surrounded by mud flats, that are bare at low tides, but the channel is navigable for large ships, as far as the upper part of Yarmouth village, and for small craft, as far as the foot of the rock at Milton, while the sound affords good anchorage for vessels of any size.

Yarmouth has always been in a state of steady improvement; and from its local advantages, and the enterprising spirit of its inhabitants, it promises to become a most flourishing and wealthy place.

| | souls. | houses. | hornd. cat. | horses. | sheep. | swine. |
|---|---|---|---|---|---|---|
| In 1790 there were | 1300 | 200 | 1425 | 92 | 1330 | 370 |
| 1808 .. .. | 2300 | 340 | 2000 | 224 | 3000 | 900 |
| 1822 .. .. | 4000 | 570 | — | — | — | — |
| 1827 .. .. | 4350 | 620 | 4000 | 220 | 8000 | 1500 |

Of these there are forty families, belonging to the Church of England, amounting to 200 souls; and families of Catholics, amounting to 40; and 720 families of Dissenters, of different denominations. There are 10,000 acres of land, 1000 acres of dyked marsh, and 2000 of undyked marsh, under cultivation, of different kinds. From which are annually produced, among other articles, about 5000 tons of hay, 120,100 bushels of potatoes, 100,000 pounds of butter and cheese. The three latter have most deservedly a high reputation. There are in the township a Court House (including within it a jail), an Episcopal Church, and a Congregationalist, Baptist, and Methodist, Meeting-house, eighteen small school-houses, fourteen grist mills, and six hundred and twenty dwelling-houses.

The registered vessels belonging to, and employed from, Yarmouth, were—

| | Vessels. | Tonnage. |
|---|---|---|
| In 1790 | 26 | 544 |
| 1808 | 41 | 1880 |
| 1828 | 65 | 3000 |
| 1833 | 102 | 6901 |

Two of these are employed in the trade with Liverpool, in England. About twenty voyages are made annually to the West Indies, and the rest of the shipping is employed in coasting and fishing. The duties collected at this place, and paid into the Provincial Treasury, are upwards of 1000*l.* a year. On all the rivers there are contiguous lines of settlement, and the clusters of the farm-houses, in some places, approach to the village form, as at the Chebogue Corner, Ohio, Wellington, &c. Yarmouth and Milton are classed among the towns of Nova Scotia. The former is situated on the east side of the principal harbour, and contains, in the length of a mile, seventy-five dwelling-houses, exclusive of stores and other buildings. There are nine trading establishments in it, besides small retail, and mechanics' shops. It has also a social library, established by subscription. At the latter place there are twenty-two houses within a less space, and three trading establishments; and at Chebogue four more. Chebogue river is navigable six or seven miles from the sea, and expands at its mouth into a good harbour.

| TOWN-SHIPS. | Population. | AGRICULTURE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Land cultivated, acres. | Produce. | | | | Stock. | | | |
| | | | Wheat, bushels. | Other grain, bushels. | Potatoes, bushels. | Hay, tons. | Horses. | Horned Cattle. | Sheep. | Swine. |
| Shelburne | 2697 | 3133 | 295 | 2611 | 42701 | 2408 | 41 | 2428 | 4993 | 1754 |
| Barrington | 2186 | 1687 | 20 | 590 | 47020 | 1651 | 16 | 1323 | 4002 | 1221 |
| Argyle..... | 2790 | 2640 | 15 | 1063 | 103837 | 3212 | 42 | 2566 | 3940 | 1555 |
| Yarmouth | 4345 | 10039 | 115 | 4798 | 114692 | 5022 | 220 | 3722 | 7817 | 1456 |
| Total ... | 12018 | 17499 | 445 | 9062 | 308250 | 12293 | 319 | 10039 | 20752 | 5986 |

The foregoing details, however tedious they may appear, will convey to a philosophical mind a more perfect idea of the actual state of the colony, as also its distribution of population, better than any topographical descriptions, however elaborate and minute. The great extent of land under cultivation—the produce (though the returns here stated are all under the mark, as a tax was dreaded) thereof—and the stock thereon, will all demonstrate that Nova Scotia is not the barren, foggy land it has so unjustly been represented.

## CHAPTER IV.

GOVERNMENT—MILITARY DEFENCE—FINANCES—COMMERCE—SHIPPING—PROPERTY—RELIGIOUS SCHOOLS—PRESS—SOCIAL STATE, &c.

Nova Scotia is governed somewhat after the manner of Upper and Lower Canada—*i.e.* by a Governor (styled Lieutenant-Governor, as in Upper Canada), Council, and House of Assembly. The President of the Council is the Chief Justice of the province; the next in station is the Bishop, and there are ten other members. The House of Assembly contains forty members, each of the ten counties returning two, except the county of Halifax, which returns four, and the town of Halifax two. The following towns return each a member to the Provincial Parliament:—Truro, Onslow, Londonderry, Annapolis, Granville, Digby, Lunenburg, Amherst, Horton, Cornwallis, Windsor, Falmouth, Barrington, Liverpool, Newport, Shelburne, and Yarmouth.

This is independent of Cape Breton, which is connected with Nova Scotia as a county, and returns two members to the provincial House of Assembly.

The House of Assembly, as in Lower Canada, claims the entire control over the provincial revenue, offering in return to grant a reasonable fixed civil

list to the Crown, which I believe has been granted since the first edition of this work was published. The laws are administered by a Court of King's Bench and district courts, as in Canada. The laws in force, are—1. The common law of England;—2. The statute law of England; and 3. The statute law of Nova Scotia.

MILITARY DEFENCE.—The militia, throughout the American war, was, as justly observed by Mr. Haliburton, in a very effective state. At present the Legislature feels a natural reluctance to impose much military duty in a time of profound peace, upon a new settler, whose attention and continued presence are required upon his farm.

The law enacts that every male, from sixteen to sixty, shall be enrolled as a militia-man, excepting the members of the Legislature, lawyers, magistrates, surgeons, and officers of the civil and military departments. Every regiment, if capable, is divided into battalions, which consist of not less than 300, nor more than 800 men. Every battalion is again divided into companies, which consist of not less than thirty, nor more than eighty men; and the whole are under the superintendence of military inspecting field officers, who review them on the days of regimental meeting.

The number of enrolled militia amounted at the last census to 21,899.

| DISTRICT. | CORPS. | Officers. | Rank and File. |
|---|---|---|---|
| Halifax | 1st Vol. Artillery comp. | 53 | 82 |
| | 2nd Ditto | ... | 80 |
| | 1st Halifax Regiment | 31 | 1027 |
| | 2nd Ditto | 17 | 510 |
| | 3rd Ditto | 43 | 919 |
| Colchester | 1st Battalion | 29 | 688 |
| | 2nd Ditto | 28 | 857 |
| Pictou | 1st Battalion | 34 | 1180 |
| | 2nd Ditto | 31 | 1058 |
| Sydney | 1st Battalion | 35 | 1152 |
| | 2nd Ditto | 37 | 998 |
| Cumberland | Regiment | 33 | 914 |
| Hants County | 1st Battalion | 38 | 842 |
| | 2nd Ditto | 30 | 603 |
| King's County | 1st Battalion | 44 | 887 |
| | 2nd Ditto | 24 | 454 |
| Annapolis. E. Regiment | 1st Battalion | 27 | 791 |
| | 2nd Ditto | 27 | 613 |
| Annapolis. W. Regiment | 1st Battalion | 28 | 775 |
| | 2nd Ditto | 20 | 359 |
| Shelburne Regiment | 1st Battalion | 20 | 411 |
| | 2nd Ditto | 21 | 604 |
| | 3rd Ditto | 33 | 667 |
| | 4th Ditto | 19 | 440 |
| Queen's County | Regiment | 36 | 633 |
| Lunenburg | 1st Battalion | 36 | 822 |
| | 2nd Ditto | 36 | 656 |
| Parrsborough | Corps | 15 | 315 |
| | | 782 | 19319 |
| Cape Breton Militia. | | | |
| 1st Regiment | 1st Battalion | 37 | 1025 |
| | 2nd Ditto | 14 | 540 |
| 2nd Regiment | 1st Battalion | 31 | 547 |
| | 2nd Ditto | 22 | 468 |
| | | 104 | 2580 |
| 3rd Regiment | 1st Battalion | | |
| | 2nd Ditto | | |
| | Total | 886 | 21899 |

About 350 rank and file, formerly a part of the eighth Battalion, and the men of colour, are not included in this return. The king's troops consist of artillery and engineer detachments, and two regiments of infantry. Halifax is the chief naval station

for the West Indies and North America, the Commander in Chief being a Vice Admiral, with a suitable fleet. The forts protecting Halifax town and harbour are strong, and the interior of the country is efficiently guarded by its brave militia.

RETURN of the Numbers and Distribution of the effective Force, Officers, Non-commissioned Officers, and Rank and File, of the British Army, including Colonial Corps, in each year, since 1815; including Artillery and Engineer:—

| Date. | Officers Present, or on Detached at the Stations. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Colonels. | Lt.-Cols. | Majors. | Captains. | Lieuts. | Ensigns. | Pay Masts. | Adjutants. | Qr.-Masts. | Surgeons. | Asst.-Surg. | Serjeants. | Drummers. | Rank and File. |
| Jan. 25, 1816 | ... | 5 | 5 | 29 | 72 | 26 | 3 | 4 | 5 | 5 | 8 | 201 | 85 | 3078 |
| ..... 1817 | ... | 2 | 5 | 33 | 79 | 32 | 5 | 5 | 4 | 3 | 9 | 185 | 95 | 2970 |
| ..... 1818 | ... | . | 5 | 29 | 36 | 20 | 4 | 4 | 4 | 5 | 4 | 159 | [illegible] | 2558 |
| ..... 1819 | ... | 3 | 4 | 24 | 38 | 19 | 4 | 4 | 4 | 4 | 5 | 131 | 66 | 2077 |
| ..... 1820 | ... | 4 | 6 | 19 | 32 | 22 | 2 | 4 | 3 | 3 | 6 | 105 | 63 | 1989 |
| ..... 1821 | ... | 4 | 7 | 25 | 34 | 20 | 3 | 3 | 3 | 3 | 3 | 104 | 62 | 1852 |
| ..... 1822 | ... | 3 | 5 | 22 | 33 | 17 | 4 | 3 | 4 | 4 | 4 | 112 | 54 | 2075 |
| ..... 1823 | ... | 2 | 7 | 21 | 31 | 15 | 3 | 3 | 4 | 2 | 4 | 98 | 41 | 1986 |
| ..... 1824 | ... | 3 | 6 | 19 | 28 | 16 | 3 | 2 | 2 | 3 | 2 | 84 | 33 | 1807 |
| ..... 1825 | ... | 5 | 4 | 18 | 29 | 19 | 4 | 4 | 4 | 4 | 3 | 111 | 47 | 2268 |
| ..... 1826 | 1 | 4 | 4 | 20 | 34 | 16 | 3 | 3 | 3 | 3 | 5 | 127 | 43 | 2090 |
| ..... 1827 | 1 | 5 | 1 | 24 | 29 | 15 | 4 | 3 | 3 | 4 | 3 | 125 | 41 | 2131 |
| ..... 1828 | 1 | 5 | 4 | 24 | 23 | 19 | 4 | 3 | 4 | 2 | 2 | 121 | 42 | 2119 |
| ..... 1829 | 1 | 4 | 2 | 22 | 24 | 18 | 4 | 3 | 4 | 3 | 3 | 119 | 41 | 2085 |
| ..... 1830 | 1 | 6 | 4 | 27 | 27 | 14 | 4 | 3 | 3 | 3 | 5 | 130 | 46 | 2285 |
| Jan. 1, 1831 | 1 | 4 | 5 | 30 | 37 | 17 | 4 | 3 | 4 | 2 | 5 | 156 | 48 | 2418 |
| ..... 1832 | ... | 6 | 4 | 23 | 35 | 11 | 3 | 3 | 3 | 3 | 4 | 132 | 45 | 2283 |
| ..... 1833 | ... | 4 | 3 | 22 | 33 | 12 | 3 | 4 | 3 | 3 | 3 | 127 | 45 | 2151 |

REVENUE—TAXATION.—The income of the Nova Scotia Government is principally derivable from duties levied on the importation of foreign goods at the different ports, as will be seen by the accompanying return for the past year, which, while it shows the extent of revenue, indicates also the amount of

trade carried on at the different ports of the colony, and the quantity of articles imported.

The following is an Abstract of Dutiable Goods imported in the province of Nova Scotia, between the 31st December, 1832, and the 31st December. 1833, for which the duties have been paid or secured at the Excise Office (including the island of Cape Breton), under the acts of the provincial legislature :—

| COUNTIES. | Wine. | Rum, Brandy, and Gin. | Sugar. | Beef and Pork. | Flour. | Tobacco. | Amount of Goods imported, paying ad val. duties. | Total amount of duties. |
|---|---|---|---|---|---|---|---|---|
| | gallons. | gallons. | cwts. | barrels. | brls. | lbs. | £. | £. |
| Halifax | 112854 | 806379 | 39454 | 5563 | 27790 | 174533 | 307738 | 96072 |
| Yarmouth | ..... | 7440 | 525 | 453 | 3647 | 5385 | 2695 | 2418 |
| Liverpool | ..... | 22488 | 76 | ..... | 804 | 562 | 154 | 1589 |
| Lunenburg | 26 | 16490 | 1366 | ..... | ..... | ..... | 871 | 1154 |
| Shelburne | ..... | 9635 | ..... | ..... | ..... | ..... | ..... | 573 |
| Sydney, Cape Breton | 285 | 2485 | 118 | ..... | ..... | 534 | 13587 | 881 |
| Pictou | 128 | ..... | ..... | ..... | 22 | 4227 | 7253 | 464 |
| Arichat | 237 | 2468 | 49 | ..... | ..... | ..... | 4742 | 414 |
| Hants | ..... | 5538 | 16 | ..... | ..... | ..... | 1052 | 401 |
| Cumberland | ..... | 1620 | 186 | ..... | ..... | 1089 | 2354 | 259 |
| Barrington | ..... | 2123 | ..... | ..... | ..... | ..... | 3715 | 259 |
| King's County | 81 | 3246 | 100 | ..... | ..... | 360 | 558 | 245 |
| Annapolis | 60 | 2587 | 25 | ..... | ..... | ..... | 1210 | 224 |
| Digby | ..... | 2613 | 16 | ..... | ..... | ..... | 361 | 156 |
| Weymouth | ..... | 1100 | 30 | ..... | ..... | ..... | 747 | 108 |
| Colchester | ..... | 1140 | 27 | ..... | ..... | ..... | 289 | 89 |
| Sydney, Guysborough | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 70 |
| Port Hood | ..... | ..... | 2 | ..... | ..... | ..... | 50 | 2 |
| Total | 113671 | 887352 | 41990 | 6016 | 32263 | 186690 | 347388 | 105386 |

To the foregoing sources of revenue are to be added other items of small amount, viz. :—on Crown Lands sold, and money received and appropriated to pay various salaries, &c. the receipts were in—

| | | | | |
|---|---|---|---|---|
| 1828 | Number of acres | 5,285 | Amount received | £140 |
| 1829 | ..... | 1,661 | ..... | 89 |
| 1830 | ..... | 2,470 | ..... | 99 |
| 1831 | ..... | 9,951 | ..... | 645 |
| 1832 | ..... | 14,788 | ..... | 1,063 |

All lands in the province are held under moderate quit rents, and not under the feudal, or common soccage tenure, as in Lower Canada.

Another item is the rent of the Coal Mines [1], which is upwards of 4000*l.* per annum. The Light-house dues amount to an annual average of 2000*l.* per annum. According to a document prepared at the Colonial Office [2], and not before printed, the revenue for a series of years appears to have been as follows :—

| Years. | Colonial gross revenue. | Parliamentary grants. | Total. | Years. | Colonial gross revenue. | Parliamentary grants. | Total. |
|---|---|---|---|---|---|---|---|
| | £. | £. | £. | | £. | £. | £. |
| 1821 | 31430 | — | 31430 | 1827 | 59886 | — | 59886 |
| 1822 | 32097 | — | 32097 | 1829 | 81887 | 13998 | 95885 |
| 1825 | 37004 | 9395 | 46399 | 1830 | 52030 | 16245 | 68275 |
| 1826 | 38360 | 11245 | 49605 | 1831 | 85018 | 13125 | 98143 |

[1] The quantity of coals sold in 1832, from the Albion mines, was 12,020 chaldrons; from the Cape Breton mines, 30,840 chaldrons.—(See CAPE BRETON.)

[2] I have to express my obligations to Mr. Mayer, the librarian at the Colonial Office, for the urbanity with which he has furnished me various public documents, under permission of the Secretary of State.

A reference to the table in the preceding page will show how much the colonial revenue has increased in 1833. I do not understand what the Parliamentary grant has been for, except it may be for naval, military, or clerical purposes; the colony of Nova Scotia is quite adequate to pay all its civil expenditure, and the crown, by Mr. Stanley's letter of the 30th September, 1833, has offered to surrender absolutely to the Assembly the disposal of the whole of the revenue, including the casual and territorial, viz.: the rent of the coal mines, the quit rents from lands, and the fees of public offices, on a consideration that a permanent civil list be granted to his Majesty for only two offices, viz.: the Lieutenant-Governor, salary 3500*l.* and the Colonial Secretary, 1000*l.*

EXPENDITURE.—A Colonial Office manuscript gives the expenditure of Nova Scotia for eight years as follows:—

| Years. | Civil. | Military | Total. | Years. | Civil. | Military | Total. |
|---|---|---|---|---|---|---|---|
| 1821 | 20322 | 363 | 30684 | 1827 | 37339 | 1456 | 58795 |
| 1822 | 30190 | 848 | 31038 | 1829 | 104981 | 1729 | 106710 |
| 1825 | — | — | 45914 | 1830 | 52011 | 1405 | 53416 |
| 1826 | — | — | 51209 | 1831 | 92905 | 1971 | 94876 |

The distribution of this expenditure is—to the Governor and Colonial Secretary, 1500*l.*; to the Colonial House of Assembly, 3000*l.*, of which the members receive 1200*l.* and the Speaker 200*l.*; the Attorney and Solicitor General, Treasurer, Sheriffs, Coroners, postage, &c. 2700*l.* The Judges, 5150*l.*; the Revenue Offices, 1500*l.*; Militia, 2150*l.*; Roads

and Bridges in 1828, nearly 30,000*l.*; Schools and College, (see Education) 3300*l.*; Loans repaid, and interest on debt various, sometimes 10,800*l.*, in other years more. Lighthouses and other securities for navigation, 3000*l.*—The foregoing is sufficient to show how the revenue is spent.

Monetary System.—Accounts are kept in pounds, shillings, and pence. The coins in circulation are doubloons, eagles, guineas, sovereigns, dollars, shillings, and halfpence; the amount in circulation was supposed, in 1822, to be 250,000*l.*; and the paper circulation, in provincial or treasury notes, 62,187*l.*

According to the report of the Commissioners appointed by the Lieutenant-Governor for the issuing and cancelling of province notes, there were in circulation, 1st January, 1832, 54,999*l.*; 31st December, 1832, 79,999*l.*; 31st December, 1833, 70,299*l.* The notes are in amount from 10*l.* upwards.

There are, I believe, two private banks; but I do not find, in the proceedings of the Colonial Legislature for 1834, any account of their circulation or deposits, as given under Upper and Lower Canada.

The following shows the SHIPPING of the Colony:—

INWARDS.

| Year. | Gt. Britain. | | British Col. | | Forgn. States. | | Total Inwards. | |
|---|---|---|---|---|---|---|---|---|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1826 | 98 | 23725 | 828 | 57534 | 92 | 8164 | 1018 | 89423 |
| 1827 | 87 | 21051 | 1646 | 96860 | 113 | 11116 | 1846 | 129027 |
| 1829 | 81 | 21593 | 1562 | 90324 | 159 | 17898 | 1802 | 129815 |
| 1830 | 110 | 27002 | 1589 | 98065 | 176 | 24276 | 1865 | 149343 |
| 1831 | 117 | 31133 | 2343 | 127096 | 213 | 27568 | 2673 | 185797 |
| 1832 | 106 | 30521 | 1805 | 154842 | 253 | 30690 | 2164 | 216053 |
| 1833 | 110 | 27454 | 1347 | 92962 | 493 | 42969 | 1950 | 163385 |
| 1834 | 123 | 29640 | 1597 | 109631 | 1348 | 37654 | 3068 | 253921 |

OUTWARDS.

| Year. | Gt. Britain. | | British Col. | | Foreign States. | | Tot. Outwards. | |
|---|---|---|---|---|---|---|---|---|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1826 | 74 | 19307 | 1002 | 69416 | 85 | 8140 | 1161 | 96863 |
| 1827 | 90 | 22615 | 1800 | 100324 | 112 | 10874 | 2002 | 133813 |
| 1829 | 71 | 18682 | 1632 | 103265 | 154 | 17412 | 1857 | 138759 |
| 1830 | 88 | 22027 | 1559 | 107499 | 203 | 24248 | 1850 | 153776 |
| 1831 | 97 | 24800 | 2434 | 164330 | 240 | 29577 | 2771 | 218707 |
| 1832 | 75 | 19936 | 2009 | 177894 | 315 | 37137 | 2399 | 234967 |
| 1833 | 104 | 25429 | 1398 | 96838 | 493 | 44875 | 2330 | 179956 |
| 1834 | 122 | 29906 | 1516 | 109170 | 1478 | 111163 | 3116 | 250239 |

| | Year ended 5th January, 1833. | | | | | | Year ended 5th January 1834. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inwards. | | | Outwards. | | | Inwards. | | | Outwards. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| United Kingdom | 110 | 27454 | 2317 | 104 | 25429 | 1174 | 115 | 28932 | 1369 | 117 | 29525 | 1324 |
| Guernsey and Jersey | 3 | 379 | 22 | ... | ... | ... | 8 | 708 | 53 | 5 | 381 | 32 |
| British West Indies | 289 | 27023 | 1563 | 292 | 27430 | 1724 | 302 | 30322 | 1775 | 323 | 33873 | 2054 |
| British N. American Colonies | 1046 | 63945 | 3784 | 1104 | 69166 | 4048 | 1289 | 78230 | 4661 | 1189 | 74579 | 433 |
| Bordeaux | 2 | 254 | 16 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Oporto and Leghorn | 1 | 160 | 9 | 1 | 112 | 6 | 2 | 326 | 20 | 2 | 222 | 18 |
| Cadiz | ... | ... | ... | 1 | 90 | 6 | ... | ... | ... | ... | ... | ... |
| Smyrna | 2 | 251 | 15 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Memel | 4 | 992 | 41 | ... | ... | ... | 21 | 5655 | 220 | ... | ... | ... |
| St. Petersburgh | 1 | 227 | 12 | ... | ... | ... | 2 | 206 | 12 | ... | ... | ... |
| Azores and Madeira | 2 | 187 | 12 | 4 | 350 | 19 | 2 | 130 | 9 | 3 | 187 | 15 |
| Malaga and Gibraltar | 7 | 834 | 46 | 2 | 237 | 13 | 3 | 304 | 19 | 2 | 305 | 16 |
| Hamburgh, British vessels | ... | ... | ... | ... | ... | ... | 1 | 86 | 5 | ... | ... | ... |
| Naples, foreign ditto | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 97 | 6 |
| South Sea ditto | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 421 | 23 |
| United States { British vessels | 397 | 31443 | 1559 | 398 | 31666 | 1598 | 1114 | 85557 | 4150 | 1300 | 86523 | 4710 |
| United States { Foreign ditto | 77 | 7921 | 413 | 75 | 9549 | 461 | 181 | 19971 | 886 | 157 | 21870 | 1004 |
| Brazils | 6 | 1383 | 98 | 10 | 1584 | 82 | 8 | 962 | 53 | 9 | 1268 | 73 |
| St. Domingo | ... | ... | ... | ... | ... | ... | 2 | 165 | 11 | 1 | 145 | 7 |
| Mauritius | 1 | 187 | 10 | ... | ... | ... | ... | ... | ... | 1 | 330 | 17 |
| Canton | 1 | 594 | 48 | ... | ... | ... | 1 | 821 | 46 | ... | ... | ... |
| Africa | ... | ... | ... | 1 | 93 | 7 | 2 | 208 | 14 | 1 | 93 | 6 |
| St. Pierre | ... | ... | ... | ... | ... | ... | 12 | 1010 | 52 | 2 | 87 | 5 |
| Rio Janeiro | 1 | 151 | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Havannah | ... | ... | ... | 2 | 191 | 11 | 3 | 278 | 15 | 2 | 158 | 9 |
| Total | 1950 | 163385 | 9973 | 1995 | 166047 | 9162 | 3068 | 253921 | 13370 | 3116 | 250064 | 13652 |

**Abstract of the Number of Vessels owned at the Out-ports of this Province, with their Tonnage, and the official Value of Imports and Exports of said out-ports, where there are custom-houses established *.**

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ... | ... | ... | 2 | 151 | 11 | 3 | | | | |
| Total ..... | 1950 | 163385 | 9973 | 1995 | 166047 | 9162 | 3068 | 253921 | 13370 | 3116 | 250064 | 13652 |

**Abstract of the Number of Vessels owned at the Out-ports of this Province, with their Tonnage, and the official Value of Imports and Exports of said out-ports, where there are custom-houses established *.**

| PORTS. | Description. | | | Classification. | | | | | | | | | Total. | | Value. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ships. | Brigs. | Schooners. | Under 50 tons. | | Over 50 tons, and under 100. | | Over 100, and under 200. | | Over 200, and under 300. | | Over 300 tons. | | Vessels. | | Imports. | Exports. |
| | No. | No. | No. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | £. | £. |
| Liverpool..... | 5 | 15 | 35 | 18 | 581 | 25 | 1773 | 5 | 619 | 3 | 792 | 4 | 1498 | 55 | 5263 | 14188 | 20670 |
| Lunenburg ..... | 1 | 6 | 68 | 51 | 1539 | 22 | 1527 | 1 | 113 | ... | ... | 1 | 309 | 75 | 3488 | 7460 | 9044 |
| Shelburne ..... | ... | 1 | 41 | 26 | 672 | 15 | 956 | 1 | 163 | ... | ... | ... | ... | 42 | 1791 | 9639 | 7675 |
| Argyle ..... | ... | ... | 35 | 30 | 951 | 5 | 337 | ... | ... | ... | ... | ... | ... | 35 | 1288 | 7310 | 8218 |
| Barrington ..... | ... | 1 | 67 | 53 | 1513 | 15 | 1068 | ... | ... | ... | ... | ... | ... | 68 | 2581 | 18267 | 15281 |
| Yarmouth ..... | ... | 14 | 78 | 55 | 1551 | 21 | 1485 | 16 | 2179 | ... | ... | ... | ... | 92 | 5215 | 23597 | 18977 |
| North Edinburgh ..... | ... | 5 | 22 | 20 | 420 | 4 | 300 | 2 | 300 | 1 | 209 | ... | ... | 27 | 1229 | 8077 | 10450 |
| Annapolis ..... | ... | 3 | 38 | 32 | 1016 | 6 | 363 | 3 | 421 | ... | ... | ... | ... | 41 | 1806 | 5698 | 8457 |
| Digby ..... | ... | 4 | 21 | 16 | 473 | 6 | 414 | 3 | 356 | ... | ... | ... | ... | 25 | 1243 | 6210 | 9665 |
| Cornwallis ..... | ... | 3 | 16 | 9 | 290 | 7 | 537 | 3 | 353 | ... | ... | ... | ... | 19 | 1180 | 3806 | 4355 |
| Windsor ..... | ... | 11 | 49 | 18 | 756 | 22 | 1625 | 18 | 2335 | 2 | 467 | ... | ... | 60 | 5183 | 2846 | 9212 |
| Pictou ..... | 2 | 8 | 49 | 33 | 1115 | 16 | 1169 | 8 | 941 | ... | ... | 2 | 775 | 59 | 4000 | 26057 | 32845 |
| Cumberland ..... | ... | ... | 4 | 4 | 270 | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 270 | 7713 | 23319 |
| Parrsborough ..... | ... | 2 | 15 | 6 | 133 | 8 | 667 | 3 | 380 | ... | ... | ... | ... | 17 | 1180 | 2768 | 4069 |
| Guysborough ..... | ... | 3 | 12 | 8 | 274 | 4 | 284 | 3 | 421 | ... | ... | ... | ... | 15 | 379 | 1017 | 3583 |
| Total..... | 8 | 76 | 560 | 379 | 11554 | 176 | 12505 | 66 | 8581 | 6 | 1468 | 7 | 2582 | 634 | 36696 | 144638 | 185807 |

* In 1807 the shipping entering Nova Scotia was not more than 25,000 tons; now it is upwards of a quarter of a million tons.

The value of the Nova Scotia trade to England and to our other colonies, may be estimated by the annexed document:—

## NOVA SCOTIA TRADE VALUED IN STERLING MONEY.

| IMPORTS FROM | | | | |
|---|---|---|---|---|
| Years. | Great Britain. | British Colonies. | Foreign States. | Total value. |
| | £. | £. | £. | £. |
| 1822 | 262372 | 137932 | 81149 | 481453 |
| 1826 | 287076 | 254077 | 197028 | 738181 |
| 1827 | 307907 | 190309 | 312603 | 810819 |
| 1829 | 418604 | 276291 | 447604 | 1142499 |
| 1830 | 418572 | 501703 | 484878 | 1405153 |
| 1831 | 579755 | 637766 | 312389 | 1529910 |
| 1832 | ..... | ..... | ..... | ..... |
| 1833 | ..... | ..... | ..... | 1035660* |

| EXPORTS TO | | | | |
|---|---|---|---|---|
| Years. | Great Britain. | British Colonies. | Foreign States. | Total value. |
| | £. | £. | £. | £. |
| 1822 | 29745 | 210062 | 7045 | 246852 |
| 1826 | 142179 | 293192 | 19251 | 454262 |
| 1827 | 121617 | 107738 | 36922 | 266277 |
| 1829 | 87820 | 450713 | 51535 | 590068 |
| 1830 | 117795 | 535245 | 61825 | 714865 |
| 1831 | 129442 | 689707 | 81924 | 901070 |
| 1832 | ..... | ..... | ..... | ..... |
| 1833 | ..... | ..... | ..... | 887367 |

* The Cholera panic has had an extraordinary influence in checking the trade of our North American Colonies during the last two years.

The Imports of Nova Scotia consist principally of British manufactures and spirits, sugar, wines, coffee, &c. from our colonies (see Revenue). Its principal articles of Export are fish, timber, beef, pork, flour, grindstone, and gypsum.

EXPORTS of NOVA SCOTIA, (exclusive of Cape Breton), in the following Years ending 5th January:—

| | | 1829 | 1830 | 1831 | 1832 | 1833 | 1834 |
|---|---|---|---|---|---|---|---|
| Seal Skins ... | number | ..... | 14913 | 33653 | 49412 | 51918 | 22229 |
| Oil..... | tons | ..... | 618 | 715 | 694 | 704 | 596 |
| Fish, Dry .... | quintals | 169600 | 158269 | 151807 | 161174 | 160640 | 232269 |
| Do. Pickled... | barrels | 46306 | 45741 | 45433 | 52063 | 36070 | 53128 |
| Do. do. ..... | half do. | 2934 | 3416 | 2999 | 3200 | 2168 | 1470 |
| Timber and Wood of all sorts ..... | tons | 24620 | 25182 | 26182 | 33261 | 38192 | 36386 |
| Gypsum ..... | tons | 24150 | 28059 | 44253 | 47857 | 45058 | 93962 |
| Boards and planks ..... | feet | 9199365 | 12450250 | 9876 | 8833 | 9984 | 14774 |
| Vegetables .... | bushels | 66877 | 68213 | 63503 | 58691 | 64712 | 75592 |
| Spars..... | number | ..... | 976 | 1322 | 689 | 1689 | 2366 |
| Staves ..... | thousands | ..... | 4068 | 3051 | 2386 | 2714 | 3133 |
| Grindstones... | tons | ..... | ..... | ..... | ..... | 2192 | 36386 |

In order to afford a comparison, I give the following returns of the fish exports in 1806 and 1807.

Dry and Pickled Fish, and Fish Oil, exported from Halifax in 1806 and 1807:—

| | No. of Vessels. | Tonnage. | No. of Men. | Dry Fish. | Pickled Fish. | Smoked Herrings | | Salmon. | Fish Oil. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | qntls. | brls. | brls. | kegs, bxs. | No. | casks |
| 1806—To West Indies | 65 | 7337 | 416 | 38896 | 18779 | 242 | 1228 | 386 | |
| To U. States.. | 63 | 5203 | 270 | 19769 | 16681 | 106 | 191 | 289 | 972 |
| Total ..... | 126 | 12540 | 686 | 58665 | 35460 | 348 | 1419 | 675 | |
| 1807—To West Indies | 82 | 9609 | 549 | 54155 | 27117 | 48 | 5248 | 704 | |
| To U. States... | 52 | 4297 | 228 | 11009 | 14445 | 20 | 195 | 167 | 338 |
| Total ..... | 134 | 13906 | 777 | 65164 | 41562 | 68 | 5443 | 871 | |

Principal articles of Export from Nova Scotia, from 1822 to 1832:—

| Years. | Dry Fish. | Pickled Fish. | Flour. | Beef and Pork. |
|---|---|---|---|---|
| | Quintals. | Barrels. | Barrels. | Barrels. |
| 1822 | 27195 | 2823 | 1330 | 45549 |
| 1826 | 167323 | 50873 | 5802 | 523 |
| 1827 | 176156 | 47693 | 27042 | 1854 |
| 1829 | 181530 | 45177 | 27903 | 8632 |
| 1830 | 159618 | 97998 | 375907 | 4084 |
| 1831 | 159023 | 93387 | 25992 | 4006 |

The quantity of timber shipped from the colony in 1833, was—square timber, 38,191 tons, at 15*s.* per ton, 29,643*l.*; deals and boards, 9,984,000, value 24,280*l.*; lathwood, 228 loads; staves, 2,714,000; shingles, 3,042,000; handspikes, 2300; oars, poles,

&c., 3894; masts and spars, 642; hoops, 228,150; from Cape Breton, value 1972*l.*: total, worth 62,447*l.* The total value of the produce of the mines exported, was 105,329*l.*; and of the fisheries, 127,456*l.*

VALUE of PROPERTY annually created in Nova Scotia and Cape Breton, and, if not consumed, converted into Moveable or Immoveable Property:—

| | £. |
|---|---|
| Wheat, 200,000 bushels, at 6*s.* per bushel ..... | 60,000 |
| Other Grain, 500,000 bushels, at 3*s.* 6*d.* per bushel .. | 87,500 |
| Potatoes, 4,000,000 bushels, at 1*s.* per bushel..... | 200,000 |
| Hay, 200,000 tons, at 10*s.* per ton ..... | 100,000 |
| Animal Food for 200,000 mouths, at 200 lbs. each per annum, at 4*d.* per pound ..... | 666,666 |
| Fish for 200,000 mouths, at 150 lbs. each per annum, at 1½*d.* per pound ..... | 187,500 |
| Cheese, butter, and milk, for 200,000 mouths, at 1*d.* per day for 365 days ..... | 304,166 |
| Vegetables, fruit, eggs, &c. for 200,000 mouths, at 3*d.* per day each ..... | 912,500 |
| Beer, spirits, and wine, for 200,000 mouths, at 3*d.* per day for 365 days ..... | 912,500 |
| Luxuries, viz.—Sugar, tea, coffee, &c. for 200,000 mouths, at 3*d.* per day for 365 days..... | 912,500 |
| Clothing for 200,000 persons, at 3*l.* each person ... | 600,000 |
| Furniture for 60,000 families, at 5*l.* each..... | 300,000 |
| Income from trade and agriculture, for 60,000 families, at 20*l.* each .....1,200,000 | |
| Sundries not included in the foregoing, at 5*l.* each family ..... | 300,000 |
| Loss by waste, fire, bad seasons, &c. ..... | 150,000 |
| Total annually created.....£6,893,332 | |

## VALUE OF MOVEABLE PROPERTY.

| | £. |
|---|---|
| Horses, 14,000 at 10*l.* each | 140,000 |
| Horned cattle, 120,000 at 5*l.* each | 500,000 |
| Sheep, 200,000 at 1*l.* each | 200,000 |
| Swine, 100,000 at 1*l.* each | 100,000 |
| Poultry, &c. | 100,000 |
| Clothing, personal, 200,000, at 10*l.* each | 2,000,000 |
| Furniture and domestic utensils for 60,000 families, at 20*l.* each | 1,200,000 |
| Ships, timber, merchandize, machinery and cash | 10,000,000 |
| Total, moveable property | £14,240,000 |

## VALUE OF IMMOVEABLE PROPERTY.

| | |
|---|---|
| Land, 1,300,000 cultivated acres, at 4*l.* per acre | 5,200,000 |
| Good Land, 5,000,000 uncultivated acres, at 10*s.* per acre | 2,500,000 |
| Waste Land, 2,000,000 acres, at 1*s.* per acre | 100,000 |
| Houses, about 60,000 at 20*l.* each | 1,200,000 |
| Government Buildings, Forts, Churches, &c. | 1,000,000 |
| Mines, Forests, and Fisheries | 2,000,000 |
| Roads, Canals, Bridges, Wharfs, and Dykes | 3,000,000 |
| Total, Immoveable Property | £15,000,000 |
| Total, Moveable and Immoveable, | £29,240,000 |

RELIGION.—The established Church is Episcopalian; the number of people of different religions at the last census were—Church of England, 28,659; Church of Scotland, 37,227; Church of Rome, 20,401; Methodists, 9408; Baptists, 19,790; Lutherans, 2968; Dissenters from the Established Church, 4417; Ditto of Scotland, 405. Quakers, 158; Jews, 3;

Universalists, 51; Sandimanians, 23; Swedenborgeoins, 3; Antinomians, 9; Unitarians, 4; Doubtful, 313. The foregoing does not include Cape Breton.

The established Church is under the management of a Bishop, Archdeacon, and thirty-two clergymen. Of the Church of Scotland there are twelve Ministers. Of the Roman Catholic Church, a Bishop and fourteen Priests. There are nineteen Wesleyan and thirty-six Baptist Missionaries.

About 50,000 acres of land have been granted for the support of religion and schools. The Ecclesiastical establishment as supported by the Home Government, and expense thereof from April 1834 to March 1835—Bishop of Nova Scotia (salary 2,000*l.*), Archdeacon (300*l.*), President of King's College (50*l.*), Presbyterian Minister (75*l.*)

The different religious communities live in harmony, but the contrast between the salary of the Bishop and that of the Presbyterian clergyman, viz. 2,000*l.* and 75*l.* has given rise to observations and feelings by no means advantageous to the Protestant Church.

Education.—The provincial legislature, as also many private individuals[1], have made strenuous efforts for promoting the blessings of education. By an act passed in 1811, any settlement consisting of thirty families, raising a sum of not less than 50*l.* by assessment, after the manner of poor rates, are entitled to

[1] I may be pardoned in mentioning one gentleman in particular to whom the rising youth of the colony are so much indebted. I allude to the philanthropic W. Bromley, Esq., late of the 23d regiment.

25*l.* from the treasury of the province for the establishment of a school or schools; the returns for the last year will be sufficient to quote as an example of the extent of those schools: I also add the money assessed by private individuals, and the aid granted in conformity to the Act.

School returns for the year ending 30th November, 1832.

| County or District. * | Population. | No. of Schools. | No. of Scholars. | No. taught gratis. | Money received by the People for six months. | Money received from the province. |
|---|---|---|---|---|---|---|
| Halifax . . . . . | 10437 | 21 | 895 | 34 | 693 | 100 |
| Colchester . . . . . | 7703 | 39 | 911 | 167 | 1027 | 161 |
| Pictou . . . . . | 13943 | 64 | 1803 | — | 1342 | 178 |
| Hants . . . . . | 8627 | 21 | 816 | 97 | 765 | 166 |
| King's County . . . | 10208 | 24 | 740 | 499 | 14 | 183 |
| Annapolis ditto, E. . . | 9009 | 37 | 1114 | 165 | 784 | 97 |
| Ditto ditto, W. . . | 5652 | 29 | 632 | 102 | 180 | 95 |
| Shelburne . . . . . | 4883 | 25 | 436 | 28 | 145 | 91 |
| Yarmouth . . . . . | 7135 | 38 | 1300 | 300 | 318 | 109 |
| Queen's County . . . | 4225 | 23 | 486 | 42 | 289 | 125 |
| Lunenburgh . . . . | 9405 | 38 | 1079 | — | 902 | 218 |
| Cumberland . . . . | 5416 | 26 | 655 | — | 333 | 133 |
| Sydney County, Upper District . . . . | 7103 | 23 | 593 | — | 346 | 97 |
| Ditto do., Lower Dist. | 5657 | 12 | 311 | 61 | 213 | 78 |
| Total . . . | 109403 | 420 | 11771 | 1495 | 7351 | 1831 |

* No similar returns from Cape Breton.

Thus the average number of scholars to inhabitants is 9 in 100. Independent of the foregoing there are twenty-four grammar schools.

Dalhousie College, at Halifax, is in constitution similar to the University of Edinburgh; it is not yet in full operation. There is a fine Institution, founded

under Royal Charter in 1808, called the King's College, at Windsor, with regularly educated Professors, &c., the state of which is very creditable to the Colony, as is also the admirable institution of Pictou College.

PRESS. — Of this advantageous coadjutor of the schoolmaster I am unable to give any details; there are eight newspapers in the province, but their present tone and relative circulation I am not cognizant of.

SOCIAL STATE.—Nova Scotia is making rapid progress in social wealth and happiness,—it is no longer dependent on other countries for provisions, which are now indeed become an article of export; its fisheries, to which due attention is now being paid (so far as ministerial neglect of the United States' usurpation thereof will permit), contain inexhaustible sources of wealth; while its mines of coal and iron afford boundless streams of wealth. Such is the valuable colony long neglected in England.

# BOOK II.

## CAPE BRETON & SABLE ISLANDS.

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### CHAPTER I.

GEOGRAPHY—AREA—HISTORY, &c.

THIS singular and valuable island, though forming a part of the Government of Nova Scotia, necessarily requires a brief separate description.

GEOGRAPHICAL POSITION.—Cape Breton is situate between the parallels of 45° 27′ and 47° 5′ north latitude, (including Madame, Scatari, Boulardie, St. Paul's, and other minor isles,) and 59° 38′ and 61° 50′ west longitude:—bounded on the south and east by the Atlantic Ocean [distant from Cape Ray in Newfoundland on the east 57 miles], on the north and north-west by the Gulf of St. Lawrence, and separated from the adjoining peninsula of Nova Scotia by St. George's Bay, and the strait or gut of Canseau, which is in length about twenty miles, and in breadth one mile; the whole island being in its greatest length from north-east to south-west 100 miles, and the greatest breadth from south-east to north-west about 80 miles, comprising an area of about 2,000,000

acres, exclusive of the surface covered by lakes and rivers.

General History.—The island was discovered by Cabot during the voyage mentioned in the 1st Chapter, but whether named by him after *Britain*, or by its subsequent visitor Verazani (then in the service of France) after Brittany, is not known [1]. In 1714, a few French fishermen from Nova Scotia and Newfoundland settled on its shores, for the convenience of the Cod-fish trade, their residence being principally confined to the summer months, while in winter it was visited by the fur hunters or purchasers of skins from Nova Scotia and other places.

In 1715, Louis XIV., in order to detach Queen Anne of England from her alliance with the united powers of Europe, with whom he was contending, offered her Newfoundland, Hudson Bay, and Nova Scotia, preserving to France, Canada, Prince Edward's Island, and Cape Breton. The attention of the French Government was now actively bestowed on the latter, as a means of extending the cod-fishery, and still maintaining the command of the navigation of the Gulf of St. Lawrence; hence the colonization of Cape Breton, and the erection of the strong fortification of Louisburg (named after the French King) in 1720, on the south-east coast of the island.

The French were not long on Cape Breton before they commenced instigating the Indians to attack the English settlers at Cape Canseau and in Nova

[1] While in possession of the French it was called L'Isle Royale.

Scotia, and the war of 1744 in Europe was followed up with perseverance and ability by the garrison of Louisburg in its attacks on Nova Scotia. The Massachusetts Government sent aid to Annapolis, then besieged by the French and their Indian allies—the Indians of Passamaquoddy, Penobscot, Pigwogat and others aided the New England colonists: a furious and savage war was carried on between both parties, and the Government of Massachusetts determined on attacking Louisburg, which the French had been twenty-five years fortifying, and though not then completed, at an expense of thirty million of livres.

The capture of this place formed so remarkable an epoch that I am justified in giving more than usual space to an account of an event which was fraught with much importance to England, as it was a prelude to the downfall of the French power in North America[1].

Louisburg, when attacked by the New Englanders, was environed, two miles and a half in circumference, with a rampart of stone from thirty to thirty-six feet high, and a ditch eighty feet wide, with the exception of a space of two hundred yards near the sea, which was enclosed by a dyke and a line of pickets. The water in this place was shallow, and numerous reefs rendered it inaccessible to shipping, while it received an additional protection from the side fire of the bastions, of which there were six, and eight batteries, containing embrasures for 148 cannon, but of which

[1] I take pleasure in stating that I am indebted to T. C. Haliburton, a native of Nova Scotia, before adverted to, for the information relative to the siege.

forty-five only were mounted, and sixteen mortars. On an island at the entrance of the harbour was planted a battery of thirty cannon, carrying twenty-eight-pound shot; and at the bottom of the harbour was the grand or royal battery of twenty-eight cannon, forty-two-pounders, and two eighteen-pounders. The entrance to the town was at the west gate over a drawbridge, near which was a circular battery, mounting sixteen guns, of fourteen-pounds shot. Governor Shirley had conceived the idea of attacking this place soon after the capture of Canseau, and the same autumn had solicited the assistance of the British ministry; supposing that it might be surprised, if an attempt was made early in the spring, before the arrival of succours from France, he communicated his plan, without waiting for answers from England, in his dispatches to the general court, under an oath of secrecy. Wild and impracticable as this scheme appeared to all prudent men, it was natural to suppose that it would meet with much opposition, and it was accordingly rejected — but, upon reconsideration, it was carried by a majority of a single voice. Circulars were immediately addressed to the colonies, as far south as Pennsylvania, requesting their assistance, and that an embargo might be laid on all their ports. The New England colonies were, however, alone concerned in this expedition. The forces employed by Massachusetts consisted of upwards of 3,200 men, aided by 500 from Connecticut, and 300 from New Hampshire— the contingent from Rhode Island of 300 not having arrived until after the surrender of the city. Ten

vessels, of which the largest carried only twenty guns, with a few armed sloops from Connecticut and Rhode Island, constituted the whole naval force. In two months the army was enlisted, victualled, and equipped for service. The command of the expedition was given to a colonel of militia, at Kittery, William Pepperal, Esq. This gentleman was extensively concerned in trade, whereby he had acquired much influence: and as his manners were affable, and his character unblemished, he was very popular both in Massachusetts and New Hampshire, where he was very generally known. These qualities were absolutely necessary in the commander of an army of volunteers, his own countrymen, who were to quit their domestic connections and employments, and engage in a hazardous enterprise, which none of them, from the highest to the lowest, knew how to conduct. In waging war against the papists, there can be little doubt that some thought they were doing God service; and the military feeling of the people was excited both by patriotism and religion. The flag was presented to the famous George Whitefield, who was then an itinerant preacher in New England, and he was pressed by Pepperal to favour him with a motto, suitable for the occasion. The inscription 'nil desperandum Christo duce' gave the expedition the air of a crusade, and many of his followers enlisted. One of them, a chaplain, carried on his shoulders a hatchet, with which he intended to destroy the images in the French Churches. Previous to the departure of the fleet, a dispatch was sent to Com-

modore Warren, who was on the West India station, informing him of the contemplated attack on Louisburg, and soliciting his assistance and co-operation; but he declined the invitation, on the score of having no orders, and that the expedition was wholly a provincial affair, undertaken without the assent, and perhaps without the knowledge, of the ministry. This was a severe disappointment to Governor Shirley, but being determined to make the attempt at all hazards, he concealed the information from the troops, and on the 4th of April they embarked for Canseau, where they arrived in safety; but were detained three weeks, waiting the dissolution of the ice, with which the coast of Cape Breton was environed. After Commodore Warren had returned an answer to Governor Shirley, he received instructions from England, founded on the communications which the latter had made on the subject, by which he was ordered to proceed directly to North America, and concert measures for the benefit of his Majesty's service. Hearing that the fleet had sailed, he steered direct for Canseau, and after a short consultation with General Pepperal, he proceeded to cruise before Louisburg, whither he was soon followed by the fleet and army, which arrived on the 13th of April, in Chaparouge Bay. The sight of the transports gave the first intelligence of the intended attack, for although the English had been detained three weeks at Canseau, the French were, until the moment of their arrival, ignorant of their being in the neighbourhood. Preparations were immediately made for landing the men, which was effected without much

opposition, and the enemy driven into the town. While the troops were disembarking, the French burned all the houses in the neighbourhood of the works, which might serve as a cover to the English, and sunk some vessels in the harbour to obstruct the entrance of the fleet. The first object was to invest the city. Lieutenant-Colonel Vaughan conducted the first column through the woods within sight of Louisburg, and saluted the city with three cheers. At the head of a detachment, composed chiefly of New Hampshire troops, he marched in the night to the north-east part of the harbour, where he burned the warehouses containing the naval stores, and staved a large quantity of wine and brandy. The smoke of the fire, driven by the wind into the Grand Battery, so terrified the French that they abandoned it, and spiking their guns retired to the city. The next morning Vaughan took possession of the deserted battery, and having drilled the cannon left by the enemy, which consisted chiefly of forty-two-pounders, turned them with good effect on the city, within which almost every shot lodged, while several fell on the roof of the citadel. The troops were employed for fourteen successive nights in drawing cannon from the landing-place to the camps, through a morass. To effect this they were obliged to construct sledges, as the ground was too soft to admit of the use of wheels; while the men, with straps on their shoulders, and sinking to their knees in mud, performed labour beyond the power of oxen; and which could only be executed in the night or during a foggy day, the morass being within view of the

town and within reach of its guns. On the 7th of May a summons was sent to Duchambon, who refused to surrender; the siege was therefore pressed with great vigour and spirit. By the 28th of the month the Provincials had erected five fascine batteries, mounted with 16 pieces of cannon and several mortars, which had destroyed the western gate, and made a very evident impression on the circular battery of the enemy. The fortifications on the island, however, had been so judiciously placed, and the artillery so well served, that they made five unsuccessful attacks upon it, in the last of which they lost 189 men. In the mean time Commodore Warren captured the Vigilant, a French seventy-four, having a complement of 560 men, and great quantities of military stores. This prize was of the utmost importance, as it not only added to the naval forces of the English, but furnished them with a variety of supplies of which they were very deficient. Suffice it to say, that the preparations which were making for a general assault, at length determined Duchambon to surrender; and accordingly, on the 16th of June, he capitulated. Upon entering the fortress and viewing its strength, and the plenty and variety of its means of defence, the impracticability of carrying it by assault was fully demonstrated. The garrison, amounting to 650 veteran troops and 1310 militia, with the crew of the Vigilant, and the principal inhabitants of the city, in all 4130, engaged that they would not bear arms for twelve months against Great Britain or her allies; and being embarked on board of fourteen cartel ships, were trans-

ported to Rochfort. The New England forces lost 101 men, killed by the enemy and other accidental causes, and about thirty, who died from sickness; while the French were supposed to have lost 300, who were killed within the walls. Not the least singular event connected with this gallant circumstance was the fact that the plan for the reduction of this regularly-constructed fortress, *was drawn up by a lawyer*, and *executed by a body of colonial husbandmen and merchants;* animated indeed by a zeal for the service of their country, but wholly destitute of professional skill!

During the forty-nine days the siege lasted, the weather was remarkably fine for the season of the year, but the day after the surrender it became foul, and the rain fell incessantly for ten days; which, as there were 1,500 at that time afflicted with a dysentery, must, if it had occurred at an earlier period, have proved fatal to a large portion of the troops.

The concurrence of fortunate circumstances did not, as Mr. Haliburton justly remarks, lessen the merit of the man who planned, nor of the people who effected, the conquest, which exhibited a high spirit of enterprize, and a generous participation in the war of the mother country. Cape Breton was useful to France: in many respects Louisburg had realized the hopes of those who projected its establishment. Its local connections with the fisheries, whence her naval power began to draw a respectability that threatened to rival that of her enemy, made it a commodious station for their encouragement; and by dividing the principal stations of the English fisheries

at Newfoundland and Canseau, it gave a check to both. Louisburg was the French Dunkirk of America, whence privateers were fitted out to infest the coast of the British plantations, and to which prizes were conveyed in safety. In November preceding the capture of this place, the grand French fleet sailed from thence, consisting of three men of war, six East India ships, thirty-one other ships, nine brigantines, five snows, and two schooners. The French East and West India fleets found a secure harbour there, and the supplies of fish and lumber were carried with convenience from thence to the sugar colonies; besides which, Cape Breton commanded the entrance into the gulf of St. Lawrence, and consequently the navigation to and from the favourite colony of France. If all these local advantages did not accrue, positively, to Great Britain, upon the capture of this island, yet wresting them from the hand of her enemy was almost equal to it. There was also another of great consequence, arising to her from the existing state of Nova Scotia. An expedition was projected by the French to recover the province; the taking of Cape Breton frustrated the execution of this plan, and gave the English an additional bridle over this half-revolting country. The news of this conquest being transmitted to England, General Pepperal and Commodore Warren were preferred to the dignity of Baronets of Great Britain, and congratulatory addresses were presented to the King, upon the success of his Majesty's arms. Reinforcements of men, stores, and provisions having arrived at Louisburg, it was determined, in a council

of war, to maintain the place, and repair the breaches. Two French East India ships and a South Sea vessel, valued at 600,000*l.*, were decoyed into Louisburg, and captured, by hoisting the French flag; and a large French fleet, coming out for the relief of Louisburg, narrowly escaped a similar fate, by capturing a vessel bound from Boston to London, with the Governor of New York on board, who was proceeding to England with the joyful intelligence of the conquest.

The acquisition by the British of the island of St. John, now called Prince Edward, in honour of the lamented and universally beloved Duke of Kent, followed the capture of Louisburg. At the peace of Aix la Chapelle in 1749, Cape Breton was restored to France in return for Madras, which had been captured by the brave Labourdonnais with a force from Pondicherry, and remained in the possession of France, until the American campaign of 1756, when Lord Loudon, at the annual military council held at Boston, determined on endeavouring to effect the capture of Louisburg from the French. Halifax in Nova Scotia was fixed on for the rendezvous of the British land and sea forces. Admiral Holborne arrived at Chebucto Harbour in the beginning of July, with a powerful squadron, and 5,000 British troops, under the command of Vicount Howe, where he was soon after joined by Lord Loudon, with a body of 6,000 men from New York[1]. At this time there were in Louisburg 6,000 regular troops, 3,000 natives,

[1] I am again indebted to Mr. Haliburton for details.

and 1,300 Indians, with seventeen ships of the line, and three frigates, moored in the harbour; the place was well supplied with ammunition, provisions, and every kind of military stores, and the enemy wished for nothing more than an attack, which it was probable would terminate in the disgrace of the assailants, and ruin the affairs of the British in America. The season was now too far advanced for the safety of the enterprise, and it was resolved to defer it to the ensuing spring. Admiral Holborne, no longer embarrassed with the care of transports, sailed for Louisburg, with fifteen ships of the line, four frigates, and a fire-ship, for the purpose of reconnoitring the enemy. On the 20th of August he appeared before the harbour, and saw the French Admiral make the signal to unmoor, but being greatly inferior in strength to the enemy, he did not choose to risk an engagement, and, therefore, returned to Halifax. About the middle of September, having received a reinforcement of four ships of the line, he again sailed to Louisburg, with an intention to draw the enemy to a battle. La Motte, however, was too prudent to hazard an engagement, the loss of which must have exposed all the French colonies to the attacks of the English. Before the arrival of the reinforcement, the British fleet at Halifax consisted of the following ships :—

Newark, 700 men, 80 guns; Invincible, 700 men, 74 guns; Grafton, 590 men, 68 guns; Terrible, 630 men, 74 guns; Northumberland, 520 men, 68 guns; Captain, 580 men, 68 guns; Bedford, 480 men, 64 guns; Orford, 520 men, 68 guns; Nassau, 480 men, 64 guns; Sunderland, 400 men, 64 guns; De-

fiance, 400 men, 64 guns; Tilbury, 400 men, 64 guns; Kingston, 400 men, 60 guns; Windsor, 350 men, 54 guns; Sutherland, 306 men, 50 guns; Winchelsea, 160 men, 24 guns; Ferrit Sloop, 120 men, 16 guns; Success, 150 men, 22 guns; Port Mahon, 150 men, 22 guns; Nightingale, 150 men, 22 guns; Kennington, 150 men, 20 guns; Elphingham, 150 men, 20 guns; Furnace boom, 100 men, 16 guns; Ditto, 100 men, 16 guns; Vulture sloop, 100 men, 14 guns; Hunter, 100 men, 14 guns; Speedwell, 90 men, 12 guns; Hawke, 100 men, 12 guns; Gibraltar's Prize, 80 men, 12 guns; Jamaica, 100 men, 14 guns; Lightning, fireship, 50 men. Total, 10,200 men, 1,350 guns.

The squadron continued cruizing before the harbour of Louisburg until the 25th, when they were overtaken by a terrible storm; in twelve hours they were driven within two miles of the breakers, on the coast of Cape Breton, when the wind providentially shifted, and saved the whole squadron from inevitable destruction, except one which was lost on the rocks, and about half of whose crew perished. Eleven ships were dismasted, and others threw their guns overboard, and the whole returned to England in a shattered condition.

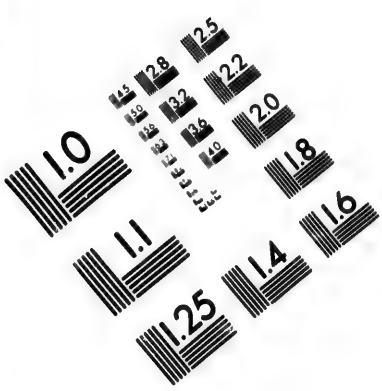
The success of the French this year, in consequence of the absence of Lord Loudon, at Halifax, left the British North American colonies in a gloomy state. The former had obtained full possession of Lakes Champlain and George, acquired the dominion of those other lakes which connect the St. Lawrence with the waters of the Mississippi, and also the undisturbed possession of all the country west of the Alleghany mountains. But the appointment of Mr. Pitt, during the autumn, to the Premiership of the

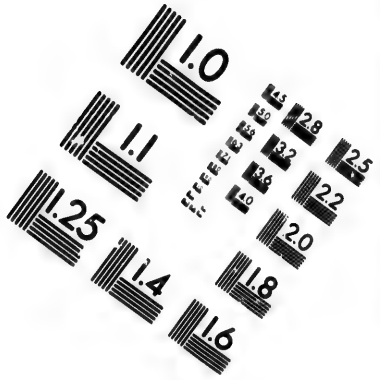
new administration, gave cheering hopes to all parties, both at home and in America. Immediately after taking office he wrote a circular letter to all the colonies, and assured them of his determination to send out a large force to co-operate, by sea and by land, against the French, and called upon them to raise as large bodies of men as the number of inhabitants in their respective governments would permit. The provincials were ready to take the field early in May; previously to which Admiral Boscawen arrived at Halifax with a formidable fleet, and a powerful army under General Amherst. The whole armament, consisting of 151 sail, and 14,000 men, took their departure from Nova Scotia on the 28th of May, and on the second of June, 1758, anchored in the Bay of Gabarus, about seven miles to the westward of Louisburg, whose garrison, commanded by Chevalier Drucor, consisted of 2,500 regular troops, 300 militia, formed of the inhabitants, and who, towards the end of the siege, were reinforced by 350 Canadians and Indians. The harbour was secured by six ships of the line and five frigates, (the Prudent, Entreprenant, each seventy-four; the Capricieux, Celebre, and Bienfaisant, of sixty-four guns; the Apollo, of fifty; the Chevre, Biche, Fidele, Diana, and Echo, frigates,) three of which they sunk across the entrance, in order to render it inaccessible to the English shipping. Six days elapsed before the troops could be disembarked, on account of the heavy surf which broke with prodigious violence on the whole shore; but on the seventh, the agitation of the water having partly subsided, the troops were distributed in three

divisions, and ordered to effect a landing. The right and centre, under the command of Governor Lawrence and General Whitmore, received instructions to make a show of landing, to distract the attention of the enemy, while the real attempt was made in another quarter by General Wolfe. The French reserved their fire until the boats had nearly reached the shore, when they opened a tremendous discharge of cannon and musquetry, which, aided by the surf, overset and sunk many of the boats. The men, encouraged in all their difficulties by the example, spirit, and conduct of their gallant commanders, gained the beach at the Creek of Cormoran, and compelled the enemy to retire to the town. As soon as the stores and artillery were landed, which was not effected without great difficulty, General Wolfe was detached, with two thousand men, to seize a post occupied by the enemy, at the Light-house Point, from which the ships in the harbour, and fortifications in the town, might be greatly annoyed. On his approach it was abandoned, and several very strong batteries were erected there. The fire from this place, by the 25th, completely silenced the island battery, which was immediately opposed to it. In the interim, the besieged made several sallies, with very little effect, while the approaches to the town were conducted with resolute but cautious vigour. The Bizarre and the Comet escaped the vigilance of the squadron before the commencement of the siege, and the Echo attempted to follow their example, but was captured soon after she left the harbour. On the 21st of July one of the largest of

the French ships blew up with an awful explosion, which accident having communicated the fire to two others, they were both consumed in a short time to the water's edge. Admiral Boscawen now sent 600 men in boats into the harbour to make an attempt on two ships of the line, which still remained in the basin—the Prudent, a seventy-four gun ship, and the Bienfaisant, of sixty-four guns. The former having been run aground, was destroyed, and the latter was towed past the batteries in triumph, with inconsiderable loss of seven men killed, and [illegible] killed. This gallant exploit placed the English in complete possession of the harbour, and several breaches being made practicable in the works, the fortress was no longer deemed defensible, and the governor offered to capitulate. The terms proposed by him were refused, and it was required that the garrison should surrender prisoners of war, or sustain an assault by sea and land. These humiliating conditions, though at first rejected, were afterwards agreed to, and on the 26th of July, 1758, the Chevalier Drucor signed the articles of capitulation.

Thus, at the expense of about 400 men, killed and wounded, the English obtained possession of the important island of Cape Breton, and the strong town of Louisburg, in which the victors found 231 pieces of cannon, with eighteen mortars, and a considerable quantity of stores and ammunition. The merchants and inhabitants were sent to France in English bottoms, but the garrison, together with the sea officers, marines, and mariners, amounting in all to 5,637 men, were transported to England. The loss of

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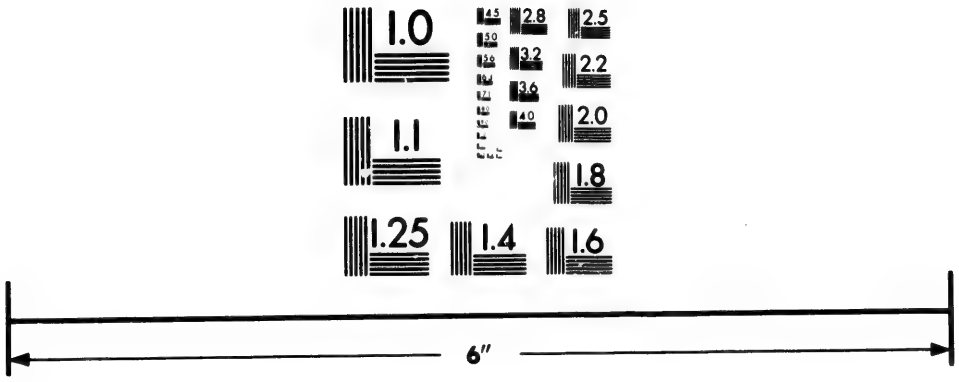

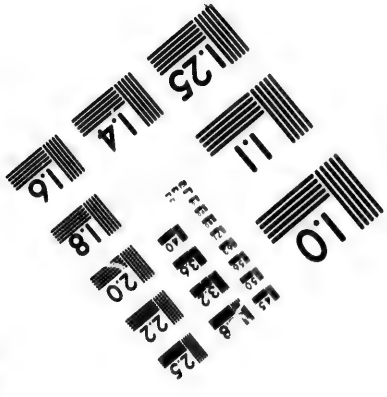


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Louisburg was the more severely felt by the French king as it had been attended with the destruction of so many line of battle ships and frigates. The particulars of this transaction were immediately carried to England, by a vessel despatched for that purpose, by Captain Amherst (brother to the Commander-in-Chief), who was also entrusted with eleven pair of colours. These were, by his Majesty's orders, carried in joyful parade, escorted by detachments of horse and foot guards, with kettle drums and trumpets, from the palace of Kensington to St. Paul's Cathedral, where they were deposited as trophies, under a discharge of cannon and other expressions of triumph and exultation. Indeed the public rejoicings for the conquest of Louisburg were diffused through every part of the British empire—congratulations were sent to his Majesty from various parts of the empire, and it may be said, to have indirectly led to the subsequent acquisition of Canada.

The British Government fearing Louisburg might again fall into the hands of the French, dismantled the fortifications, which have ever since remained in ruins; the island was, however, neglected by England, and it was only after the American revolution, when several American loyalists settled in the colony, that it was again brought into notice, separated from the government of Nova Scotia, and erected into a distinct colony, when Sydney, its present capital, was founded. Immigration from the Highlands of Scotland commenced in 1800, and added much to its population, which has been further increased by their relatives following them of late years. In 1820

Cape Breton was annexed as *a county* to Nova Scotia, with the privilege of sending two members to the House of Assembly at Halifax. This is strongly protested against by the colonists of the island, who have petitioned his Majesty on the subject, and been thus prudently replied to, by Mr. Stanley, while Colonial Secretary:—

"I have laid before the King the petition which has been sent home, and have received his Majesty's commands to intimate, that, with every desire to pay the earliest attention to the reasonable representation of any petition of his Majesty's subjects, the question is considered to be of far too grave a character to be dealt with otherwise than in the most formal manner.

"It would be proper, therefore, that the petitioners should be informed that, with a view to bring forward the claim which they have advanced in the most effectual and correct mode, their petition should be drawn up and addressed to his Majesty in Council, and that they should be apprised that the case will be heard by counsel.

"E. G. STANLEY."

"To the Governor of Nova Scotia."

The first question which will naturally arise in the mind of the mere economist, who looks to the pounds, shillings, and pence of the moment, after perusing the foregoing accounts, of the gallant efforts made for the acquisition of Cape Breton Isle is, whether it be worth the money spent in its acquisition? to this question the statesman will add, whether it is worth the blood spilt in the capture? Both these questions may be satisfactorily answered in the affirmative: its inexhaustible mines of coal and iron, lying close to the surface, and contiguous to each other—to say no-

thing of the valuable fisheries on its coasts—the fine timber in its forests—and the fertile land throughout the territory, sufficiently answer the question of the economist: the statesman need only glance for a second at its geographical position, commanding the Gulf of St. Lawrence, and adjacent seas, to find a prompt and satisfactory reply to his query, should it ever be put by a short-sighted and anti-maritime, and I will add, unnational ministry.

## CHAPTER II.

PHYSICAL ASPECT—CHIEF TOWNS—GEOLOGY—MINERALOGY—CLIMATE—POPULATION—GOVERNMENT—COMMERCE—STAPLE PRODUCTS, &c.

Cape Breton is of a shape nearly triangular, its shores indented with many fine deep havens, broken with innumerable coves and islets, and almost separated into two lands[1] by the great inlet of the sea, termed Bras d'Or, which ramifies in the most singular and romantic manner throughout the isle. These natural divisions of Cape Breton are also in striking

[1] The isthmus of St. Peter, which prevents the Bras d'Or entirely separating Cape Breton into two parts, is not more than 3,000 feet, and it has been proposed to cut a canal to join the two seas, the expense of which would not be more than 17,000*l.*

contrast, the one to the north being high, bold, and steep, that to the south low, intersected by water, diversified with moderate elevations, and gradually rising from the interior shore of the Bras d'Or until it presents abrupt cliffs towards the ocean. In this latter division the highest land does not exceed 800 feet, but the highlands in the north division are are higher, bolder, and more continuous; Smokey Cape, exceeding 1,800 feet in altitude above the level of the sea. The Bras d'Or would appear to have been an irruption of the ocean, caused by some earthquake, or convulsion, admitting the water within the usual boundary of the coast. Its entrance is on the east side of the island facing Newfoundland, and divided into two passages by Boulardie Island. The south passage, called Little Bras d'Or, is about twenty-three miles long, and from a quarter to three miles wide, but rendered unnavigable for large vessels by a bar at its mouth. The north passage, Great Bras d'Or, is twenty-five miles long, two or three wide, with a free navigation, and above sixty fathoms soundings. The Bras d'Or itself is the union of these two branches, which form the great lake in the centre of the island, with several fine bays, where the timber ships for England usually load, at a distance of forty miles from the main ocean. The length of this noble sea-water lake is about fifty miles, its greatest width twenty, with a depth varying from twelve to sixty fathoms, everywhere securely navigable, and by reason of its numerous bays and inlets affording the benefit of inland navigation to almost every farm in the country. Several fresh-

water lakes exist in different places, the largest are Lake Marguerite, in the north division, which is about forty miles in circumference; the Grand River and Mire lakes in the south, the latter, together with its river intersecting the island on its south-east coast for thirty miles, in the rear of the site of the ancient fortress of Louisburg.

Sydney, the capital of Cape Breton, in latitude 46° 18′, longitude 60° 3′, is the only military post in the island, and is beautifully situated, a few miles south of the entrance of Bras d'Or, upon a narrow, but somewhat elevated tongue of land, about one mile in length and half that space in breadth, its line of direction north and south, nearly eleven miles from the mouth of Spanish River. On the east side of the small promontory is a basin three miles in circumference, while the main channel runs on the west side, and then opens a fine harbour, affording a secure anchorage for large frigates. The operations of the Mining Company are improving Sydney, which it is asserted has suffered materially from the annexion of the island to Nova Scotia.

From Sydney to Louisburg the shore presents abrupt cliffs, low beaches, bays, rivers, and a few islands[1]. Louisburg Harbour, in 45° 54′ north lati-

[1] Scatari Island, for which vessels bound from England to our possessions in North America, usually shape their course, lies a few miles from Mire Bay, on the south-east coast of Cape Breton. A light-house should for mere humanity sake be erected on this island, and I would entreat the attention of the patriotic brethren of the Trinity House, to the following facts obtained from a Halifax paper:—

"If we look to the comparative loss of life and property in

tude, 59° 52′ west longitude; has an entrance about a quarter of a mile wide between some small rocky islet, with a blind passage near the west point, on which Louisburg stood. The basin within, three miles long by one wide, is one of the finest harbours in the world, with good watering places. The ruins of the once formidable batteries, with wide broken gaps (as blown open by gunpowder), present a melancholy picture of past energy. The strong and capacious magazines, once the deposit of immense quantities of munitions of war, are still nearly entire, but hidden by the accumulation of earth and turf, and now afford a commodious shelter for flocks of peaceful sheep, who feed around the burial-ground,

these places, we shall not find that on Scatari and St. Paul's to be trifling. The loss at the Isle of Sable, in the aggregate, during twenty-one years from 1806 to 1827 was about thirty-five vessels—two indeed of these were frigates, besides several ships and brigs; but great part of them schooners and fishing vessels. In the vicinity of St. Paul's and Scatari, there have been in 1832, three ships, one barque, eight brigs, and several small vessels, in all about 3,000 wrecked tons; and in 1833, four ships, four brigs and, two schooners, near 2,800 tons, and containing upwards of 600 souls. How many more have suffered in these places, and at the Isle of Sable, who can tell? Here is a summary of the known loss in two years; but if the estimate be correct that the loss of shipping in the vicinity of St. Paul's and Scatari, has been for the last twenty years about 2,000 tons per annum, how awfully great must be the loss from first to last; as in such case in twenty years about 40,000 tons of shipping must have been wrecked in these two places, which is a far greater loss than at the Isle of Sable in the same given period." A recent calculation estimates the loss of life on these rocks during the past years at upwards of 1000!

where the remains of many a gallant Frenchman and patriotic Briton are deposited; while beneath the clear cold wave may be seen the vast sunken ships of war, whose very bulk indicates the power enjoyed by the Gallic nation, ere England became mistress of her colonies on the shores of the western Atlantic. Desolation now sits with a ghastly smile around the once formidable bastions—all is silent except the loud reverberating ocean, as it rolls its tremendous surges along the rocky beach, or the bleating of the scattered sheep, as, with tinkling bells, they return in the dusky solitude of eve, to their singular folds;—while the descendant of some heroic Gaul, whose ancestors fought and bled in endeavouring to prevent the noble fortress of his sovereign being laid prostrate before the prowess of mightier Albion, may be observed wandering along these time-honoured ruins, and mentally exclaiming in the language of the Bard of Erin:—

On Louisburg's heights where the fisherman strays,
When the clear cold eve 's declining,
He sees the war ships of other days
In the wave, beneath him, shining;
Thus shall memory often in dreams sublime,
Catch a glimpse of the days that are over;
And sighing look back through the vista of time,
For the long faded glories they cover[1].

[1] Mr. M'Gregor, who recently visited the spot, says, that a few fishermen's huts form a melancholy contrast to the superb edifices, regular fortifications, naval grandeur, military pomp, and commercial activity, of which Louisburg was once the splendid theatre. The inhabitants along the coast are chiefly Acadian-French fishermen, and it is frequented principally by Jersey and Guernsey people.

A naked and rocky shore marks the line from Louisburg to St. Peter's on the south-west coast. From St. Peter's Bay to Lennox Passage, on the east side of Madame Island, are broken indented shores, innumerable coves, harbours, and islands. Madame Island, lying near the south entrance of the Gut of Canseau, is about sixteen miles long, and from six to eight broad. The Gut of Canseau has been before described (see Nova Scotia); the abrupt highlands on either shore of Nova Scotia and Cape Breton, indicate the appearance of an immense fissure, caused by tremendous volcanic eruption.

The north-west coast of Cape Breton, from the Gut of Canseau to Port Hood, or Just-au-Corps Harbour, a distance of eighteen miles, is well sheltered and thickly inhabited; the houses and farms of the inhabitants may be observed from the sea, through detached openings in the forest, ascending to the tops of the hills and mountains. From Cape Mabau, an abrupt and lofty headland, six miles from Port Hood, to Marguerite, the coast assumes the form of a bold mountainous amphitheatre, and is populously settled. An iron-bound and precipitous coast, dreadful to the shipwrecked mariner, extends from Chetticamp, seventeen miles northward of Marguerite, to Cape North, the most easterly point of Breton Isle.

Aspe, and several other bays, line the coast, down to Cape Enfumé (smoky), the highest land in the island. The coast then trends rapidly to the southward and eastward for twenty miles, to St. Anne's Bay, which is ten miles deep, to where it becomes

very narrow, and then again expands into a capacious haven eight miles in length, from one to three in breadth, secured by high lands from all winds, and extremely beautiful from its numerous coves and creeks, and the bold, yet fertile scenery, which surrounds it. Off Cape North is situate the dangerous isle, or rather rock, termed St. Paul, about ten miles distant from Cape Breton, and in a direct line with Cape Ray in Newfoundland, thus endangering the navigation of the principal entrance to the gulf of St. Lawrence. St. Paul's is about a mile in length, three-quarters in breadth, and appears on three high hills; on the highest of which, 229 feet above the sea, a light-house has at length been recently erected. The water is deep close to the rocks, which are strewed with bleaching human bones and other melancholy indications of the necessity, that has long existed, for pointing out to the midnight mariner this too often fatal spot.

The foregoing account, which I have been induced to give rather minutely, on account of the important position of Cape Breton, will convey to the intelligent reader a sufficient idea of the island. I now proceed to notice its—

Geology.—The extensive coal, iron, and other mines in Cape Breton will justify my offering some lengthened details under this head[1]. The island can enumerate from sandstone downwards the whole of the rocks which constitute the transition and primitive formations.

[1] The details are derived from returns furnished to Mr. Haliburton.

PRIMITIVE AND TRANSITION CLASSES.—Beginning with the high land which extends from the head of the eastern arm of the great lake, nearly to St. Peter's, a great variety of rocks occur: *granite*, the oldest of the primitive class, occupies a considerable portion. It is generally of a very small grain, and of a grey or red colour, the former being the most prevalent. It passes insensibly into sienite or greenstone, presenting a steep and broken cliff to the edge of the lake, and rising in abrupt precipices from the numerous deep ravines which intersect this part of the island.

The character and appearance of this rock (greenstone) are greatly diversified. In some places it passes imperceptibly into a claystone porphyry, of a dull green colour; in others, its structure is slaty, and the crystals scarcely discernible.

*Clay-slate* has only been noticed in one instance, namely, on the south shore of the harbour of Arichat, where it occurs, stratified in vertical beds, traversed by numerous small veins of quartz and calcareous spar. Its superficial extent is very inconsiderable, and it appears to be surrounded with greywacke, which occupies nearly the whole of the Isle of Madame. There is probably no place of equal extent that can afford such numerous specimens of greywacke as this small island; it may be seen passing from clay slate, through an endless variety of gradations, into old red sandstone. Between great and little Arichat, immense weather-beaten masses of a very coarse kind, protrude above the surface, which is consequently rugged and barren;

proceeding hence to Descous, it gradually becomes more compact and granular, and it may be seen in its last stage at that place, where it passes into old red sandstone.

*Greywacke* and *greywacke-slate* also occupy an extensive tract, between the Red Islands and St. Peter's, stretching out towards the head of the Grand River in an easterly direction. Associated with this formation, there are several beds of transition limestone, both in the Isle of Madame and opposite the Red Islands; at the latter place a deposit of shell limestone, apparently unstratified, may be seen almost in immediate contact with several vertical beds of a reddish brown limestone, which is translucent on the edges.

Secondary Class.—Proceeding geologically upwards, the next formation is the *old red sandstone*, which reposes upon the greywacke, and is intimately connected with it. From the great entrance of the Bras d'Or Lake, it ranges in a south-eastern direction across the island of Bouladerie, passing to the southward of the town of Sydney, and underlying the carboniferous limestone, which forms the south-west boundary of the Sydney coal field [1].

[1] The remark made by Conybeare on the agricultural character of this rock, is strikingly verified in the preceding localities; for instance, in Lennox Passage, where the sandstone beds exclusively prevail, the soil is sandy and barren, affording support only for mosses, ferns, and brushwood; but where the sandstone alternates with argillaceous beds, the soil is, on the contrary, fertile and productive, as the luxuriant groves of hard wood on the Island of Bouladerie bear ample evidence.

The carboniferous limestone which rests upon the old red sandstone, is a rock of the greatest importance, for it determines the boundaries and extent of the coal fields which it surrounds, constituting the basin or trough in which the coal veins, and strata associated with them, are deposited.

THE EASTERN COAL DISTRICT OF CAPE BRETON.—Commences on the northern head of Miré Bay on the east coast and continues to the great entrance of the Bras d'Or Lakes, being in length thirty-five miles, and averaging five miles in width, and deducting the harbours, bays, and numerous indentations in the coast, comprises *one hundred and twenty square miles of land containing workable veins of coal!* The carboniferous limestone which forms the base of the Sydney coal field, may be traced from Cape Dauphin, crossing the Island of Bouladerie in a continuous line to the town of Sydney, the course being about south-south-east, and dipping to the north-east. If a line be drawn from Scatari Isle to Sydney, and thence to Cape Dauphin, it will form the south-west boundary of the Sydney coal field: the general dip of the veins being towards the north-east, we cannot therefore determine their boundary in that direction. Judging from the comparative inclination of the highest and lowest strata on the western shore of Spanish River, where there is a cliff three miles in length, crossing the beds in the direction of their dip, we should suppose that the lower veins crop out in the sea ten or twelve miles from the shore. The high cliffs which form an extended line of mineral precipices along the whole coast, exhibit very satis-

factory and interesting sections of the strata, from the shale and grit beds overlying the limestone to the highest veins of coal. In these cliffs, fourteen veins of bituminous coal of excellent quality, none of which are under three feet in thickness, have been observed. Richard Smith, Esq. details a singular fact connected with these coal mines: in his evidence before Parliament last year respecting accidents in mines, he says :—

'When we first struck the coal at the depth of about 180 feet, it was highly charged with water; the water flew out in all directions with considerable violence; it produced a kind of mineral fermentation immediately. The outburst of the coal crossed the large river which passed near the coal-pit. We were not exactly aware of the precise outcrop, on account of a strong clay paste eight or ten yards thick. It is rather difficult to find the outburst of coal, when clay paste is thickly spread over a country. At the river the water boiled similarly to that of a steam engine boiler, with the same kind of rapidity; so that on putting flame to it on a calm day, it would spread over the river, like what is commonly termed setting the Thames on fire; it often reminded me of the saying. It is very common for the females, the workmen's wives and daughters, to go down to the river with the washing they have to perform for their families. After digging a hole in the side of the river, about ten or twelve inches deep, they would fill it with pebble stones, and then put a candle to it; by this means they had plenty of boiling water without further trouble, or the expense of

fuel. It would burn for weeks and months unless put out. I mention this to show how highly charged the coal was with gas. What I am now going to describe, may be worth a little attention. There was no extraordinary boiling of water, or rising of gas, before we cut the coal at the bottom of the pit, more than is usually discernible in a common pond of stagnant water, when a long stick is forced into the mud. As soon as the coal was struck at the depth of 180 feet, it appeared to throw the whole mine into a state of regular mineral fermentation. The gas roared as the miner struck the coal with his pick; it would often go off like the report of a pistol, and at times I have seen it burst pieces of coal off the solid wall, so that it could not be a very lightly charged mine under such circumstances. The noise which the gas and water made in issuing from the coal was like a hundred thousand snakes hissing at each other."

The total thickness of the strata constituting the coal measures on the west side of the harbour of Lingan amounts to 1,740 feet; that of the millstone grits and shale, probably 1,200. The thickness of the carbcniferous limestone has not yet been ascertained.

Western Coal District.—This includes the coal field on the River Inhabitants, and those of Port Hood and Mabou. The coal fields of Port Hood and Mabou are only known by report.

New Red Sandstone.—The last, but by no means the least important of the regular consolidated formations which occur in this island, is the new red

sandstone, which is undoubtedly the most extensive deposit we have to notice. It commences beyond the outcrop of the old red sandstone, and is seen reposing in horizontal beds almost immediately upon the basset edges of the highly inclined strata of that rock in the great entrance to the lakes, about ten miles south-west of Cape Dauphin; covering an extensive area, it would be impossible to describe its different characters; in general, it is of a deep red colour, and very coarse description, containing immense beds of conglomerate.

In a commercial point of view, the new red sandstone ranks next in importance to the coal fields of the island, for it contains immense deposits of gypsum, of a very superior quality for agricultural purposes, and is now becoming an article of considerable traffic with the United States, who know how to appreciate its value. It constitutes a cliff several miles in extent, and in some places thirty feet in height. The gypsum in the lower part of the cliff is sufficiently compact for architectural purposes, and that near the surface appears well adapted for potters' moulds, stucco, flooring, &c. It is very conveniently situated for export, as vessels of great burthen may approach close to the cliff. It also occurs abundantly in various other places.

The numerous salt springs which also have their source in the new red sandstone, will be found well worth the attention of capitalists. Situated so near to the veins of coal, so necessary in the manufacture of salt, and in the very heart of the best fisheries of North America, these promise fair to become, at a

future day, a productive source of wealth to the proprietors, and of incalculable benefit to the fisheries.

St. Paul's Island, situated fifteen miles north-east of Cape North, appears to be quite unconnected in a geological sense with the strata constituting the northern part of Cape Breton, and would seem to have been originally formed by a submarine volcano. The Basalt found on it is of a black colour, with a greenish shade, and apparently contains a large proportion of oxide of iron. This island rises like an immense cone from the bottom of the ocean, the sloping sides becoming nearly vertical at the surface of the water, and forming an abrupt cliff. The depth of water is very great close to the shore, and, at only three miles distance from the northern extremity, a line of 140 fathoms did not reach the bottom. Connected with the geology of the country is its metallic minerals; copper, iron, and lead are found in great variety, the two former most abundant; the iron ore is extremely rich, and with the contiguous coal, it may be supposed that the small and apparently insignificant island of Cape Breton will become at no distant day the England of the Western Hemisphere.

THE SOIL is light, on a sandstone rock, thickly covered with huge boulders of granite, in many places alluvial, presenting extensive tracts of land fit for the cultivation of any crops. On the north-west coast, in the valleys and along the banks of the small rivers a deep rich soil prevails. There is a good deal of wet, mossy bog land, which, as the

country becomes cleared and peopled, will yield excellent crops.

Climate.—Cape Breton in this respect resembles much its neighbouring peninsula, with perhaps more moisture from its insular position. The fog, which is swept along the shores of Nova Scotia by the south-west wind, and along the south-east coast of Cape Breton, as far as Scatari, is then blown off to sea: it never extends far inland, being dissipated by the reflected heat. The climate is exceedingly healthy, and the water excellent;—two things of paramount value to the settler. The seasons may be thus indicated:—in June the blossoms of the indigenous shrubs appear; apple trees are in full bloom in the beginning of July, when strawberries are in perfection; hay is made in July and August; in the latter month raspberries and oats ripen, as do also currants and gooseberries, wheat in September, and apples and plums hang on the trees until the approach of winter in October and November.

Animal Kingdom.—The moose and cariboo, as described in the previous chapters, are the principal animals; the former now comparatively scarce, owing to an indiscriminate massacre which took place for the sake of the hides, soon after the English settled in the country. So murderous was the destruction of this fine animal, that hundreds of carcasses were left scattered along the shore from St. Ann's to Cape North; the stench from which was so great, as to be wafted from the shore to vessels at a considerable distance at sea.

Remains of vast animals are found, which it would appear formerly ranged in the vicinity of the Bras d'Or. Enormous bones, resembling thigh bones, six feet in length, are reported to have been seen lying at the bottom of the lake. In the bed of the Wagamatcook, shortly after the settlement on that river, an extraordinary skull was discovered. One of the teeth was taken to Sydney, which resembled, in general appearance, the molares of the human jaw: its greatest measure was about eight inches; but whether that length had been transversely or longitudinally situated in the jaw, could not be determined by those who had not seen the skull from which it had been taken. The thickness from the root to the crown of the tooth was four inches, and the width across the crown about the same. There were ten processes upon the crown; five on either side[1]. The Indians have a story, that a huge animal once raised its head out of the water of the Middle Barrasoi of Aspy Bay, near Cape North, and so terrified them, that it was long before any would venture thither again.

Population.—We have no accurate census of the island; the number of mouths are estimated at

[1] I give this statement on the authority of Mr. Haliburton; but a Nova Scotia newspaper of the present year has the following more extraordinary statement.—"The tooth of an extinct species of animal has been recently found at Cape Breton, measuring seventeen inches in length, eight inches round the thickest end, and weighing two pounds fifteen ounces; though partially decayed, a large portion is in an excellent state of preservation."

30,000, of whom the greater part are emigrants from the Highlands of Scotland and their descendants. These are chiefly employed in agriculture. The next most numerous are the original European colonists, or French Acadians; an industrious people, employed in the fisheries, and in building small vessels. The remaining colonists consist of English and Irish settlers, disbanded soldiers, and American loyalists, who were located here after the American war. The Mic Mac tribe, whose ancestors once tenanted the whole isle, are now reduced in number to about 300, who have embraced the Roman Catholic religion, and are becoming civilized to some extent: they have lands assigned to them amounting to 10,000 acres.

Staple Products and Commerce.—The trade of the island has been stated in the preceding chapter, and its staple products may be considered fish, coal, gypsum, and timber. Of the former it may be observed, every river, creek, and bay teems with the finny tribe of every variety. The extent of coal and gypsum has been already stated; and as to the timber, it exists in immense forests, equal in quality to any grown on the shores of the Baltic: live cattle, butter, cheese, potatoes, oats, &c. are becoming increased articles of export to Newfoundland.

The *imports* in 1832 were in value 78,000*l*., consisting chiefly of British manufactures: the exports were—timber to England, 9,500 loads; coals to the United States, &c. 22,911 chaldrons; pickled fish, 21,000 barrels; dried fish, 44,000 quintals; oil, 2,500 barrels; live stock, 820 head; oats, 6,000

bushels; potatoes, 13,000 do.:—total value, 80,000*l.* The produce and commerce is yearly augmenting.

The following details of the trade of Cape Breton I have received from the London Custom House:—

## CHIEF EXPORTS FROM THE PORT OF SYDNEY, CAPE BRETON.

| | 1828 | 1829 | 1830 | 1831 | 1832 | 1833 |
|---|---|---|---|---|---|---|
| Beef . . . barrels | 1 | 128 | 335 | 94 | — | — |
| Boards . . mds.* feet | 149000 | 20700 | 172000 | 174700 | 149906 | 143000 |
| Butter . . . tubs | 897 | 511 | 456 | 584 | 1491 | 715 |
| Cattle, neat . . head | 879 | 723 | 888 | 521 | 857 | 560 |
| Deals . . . . feet | 399 | 3026 | — | — | — | — |
| Fish { Dry . . quintals | 50809 | 39735 | 33005 | 33938 | 23671 | 20532 |
| Fish { Scale . | 300 | 790 | 101 | 102 | 38 | 450 |
| Fish { Pickled . barrels | 12559 | 19702 | 18288 | 12606 | 15849 | 10002 |
| Fish { Oil . . tuns | 416 | 121 | 137 | 237 | 206 | 57 |
| Flour . . . | 66 | 13 | — | — | 120 | 38 |
| Grindstones . No. | 10 | — | — | — | — | — |
| Handspikes . . No. | 790 | 5440 | 1705 | 550 | 1030 | 41 |
| Hoops . bundles, mds.* | 55 | 40 | 19 | 32 | — | — |
| Oars . . . No. | 140 | 53 | 307 | 70 | 310 | 545 |
| Oats . . . bushels | 4096 | 2364 | 2316 | 5369 | 29459 | 1800 |
| Gypsum . . . tons | 372 | 852 | 771 | 877 | 531 | 628 |
| Planks . . feet | 119 | 4335 | 37616 | 2000 | 4000 | 393 |
| Pork . . . barrels | 10 | 176 | 51 | 43 | 164 | 100 |
| Potatoes . . bushels | 12613 | 4107 | 6060 | 33100 | 35808 | 6710 |
| Spars . . . . No. | 28 | 198 | 493 | 77 | 26 | 140 |
| Sheep . . . No. | 767 | 631 | 781 | 455 | 543 | 706 |
| Shingles . . mds.* | 154 | 218 | 235 | 211 | 285 | 172 |
| Smoked herrings barrels | 201 | 504 | 338 | 100 | — | — |
| Hardwood . . pieces | 4607 | 1898 | 1397 | 135 | 640 | 874 |
| Timber, pine . pieces | 3284 | 3074 | — | 1789 | 896 | 969 |

* Mds. signifies 1000 feet.

## SYDNEY, PORT OF CAPE BRETON.—YEARS ENDING

| | 5th January, 1833. | | | | | | 5th January, 1832. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inwards. | | | Outwards. | | | Inwards. | | | Outwards. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| United Kingdom | 19 | 4856 | 219 | 7 | 1304 | 66 | 11 | 3158 | 142 | 3 | 752 | 38 |
| Guernsey and Jersey | 6 | 695 | 52 | 5 | 485 | 47 | 7 | 881 | 50 | 2 | 218 | 9 |
| British West Indies | 5 | 378 | 16 | 4 | 291 | 25 | 6 | 755 | 44 | 9 | 852 | 57 |
| British North America | 513 | 30772 | 1568 | 542 | 31574 | 1495 | 513 | 29241 | 1382 | 537 | 31012 | 1393 |
| From British vessels | 5 | 965 | 51 | 4 | 399 | 33 | 3 | 332 | 26 | 5 | 557 | 40 |
| Europe Foreign vessels | 5 | 1350 | 50 | — | — | — | — | — | — | — | — | — |
| United British vessels | 21 | 3116 | 138 | 69 | 8180 | 412 | 10 | 1983 | 96 | 39 | 5584 | 279 |
| States. Foreign vessels | 83 | 10387 | 459 | 106 | 13581 | 585 | 39 | 6365 | 254 | 52 | 8063 | 324 |
| Foreign Colonies British vessels | 1 | 33 | 2 | 2 | 96 | 6 | — | — | — | 7 | 348 | 16 |
| in America. Foreign vessels | 9 | 753 | 38 | — | — | — | 2 | 146 | 9 | — | — | — |
| Brazil, British vessels | — | — | — | 3 | 486 | 31 | — | — | — | 2 | 355 | 21 |
| Total | 667 | 53305 | 2593 | 752 | 56396 | 2700 | 591 | 42661 | 2010 | 656 | 47741 | 2177 |

The trade in coal is rapidly increasing at Cape Breton, as also at the port of Pictou: the quantity mined at Pictou in 1832 was 12,020 chaldrons, and at Cape Breton mine 30,840 chaldrons. The mines are leased to the General Mining Association at a fixed rent of 3,000*l.* per annum. The following description of a new source of employment for British industry and capital will doubtless prove interesting.

The General Mining Association, as tenants of the Crown, and of his late Royal Highness the Duke of York, are lessees of all the mines and minerals of every description in the province of Nova Scotia Proper, and in the island and county of Cape Breton.

The operations of the Association commenced there in the year 1827, and have hitherto been confined to the working of coal mines, and the discovery of iron ore.

The coal mines opened and at work are three in number—the Albion, the Sydney, and the Bridgeport mines.

The Albion mines are situated on the banks of the East River, in the district of Pictou[1], or Poictou,

[1] Pictou Exports, ending 5th January.

| | | 1833. | 1834. |
|---|---|---|---|
| Coke | chaldrons | 100 | 753 |
| Beef and Pork | barrels | 649 | 1008 |
| Boards and Planks | M. feet | 1219 | 1619 |
| Butter | firkins | 914 | 1318 |
| Masts and Spars | No. | 498 | 445 |
| Meal | barrels | 1128 | 1322 |
| Oxen | No. | 129 | 134 |
| Staves | M. | 148 | 137 |
| Timber Hardwood | pieces | 5918 | 5543 |
| Timber Ditto | tons | 2743 | 1471 |
| Ditto, Pine and Spruce | pieces | 7396 | 6982 |
| Ditto ditto | tons | 6912 | 4370 |

*London; Custom House, 29th October,* 1834.

and distant about eight miles and a half from the town of that name, a port of safe and easy access on the Gulf of St. Lawrence. A light-house has lately been erected on the coast, near Pictou.

The East River is only navigable for burthensome craft to within six miles of the Albion mines; so that vessels arriving for coal receive their cargoes from barges, which load at the mines, and are towed down to the deep water by one of the steamers belonging to the Association. A rail-road, now in progress, will, when completed, obviate this inconvenience, as well as any breakage which the coal might sustain by transhipment, and will at the same time materially reduce the cost of shipping it.

The strata are similar in their formation to those of the Staffordshire coal fields, and, like the latter, produce a coal which, good and serviceable as it is for household use, is, however, from its peculiar properties, most remarkable for excellence for the purposes of steam and manufactures; and especially for the manufacture of iron, on account of the absence of sulphur in its composition.

In September, 1833, the steam-boat "Royal William," of 180 horse power, and 1,000 tons burthen, arrived in London, having performed the voyage from Quebec to Pictou, and from Pictou to London, by steam. The fuel used was, from Quebec to Pictou English coal, from Pictou to Cowes Albion coal, and from Cowes to London again English coal, taken in at Cowes. The captain and the engineers gave a most decided preference to the Albion coal over the English, and pronounced it to be the best fuel they had ever tried for generating steam. This

is a very important fact considered in connection with the immense and growing extent of steam navigation in the United States, which will find thus near at hand a supply commensurate with that extent of fuel, so valuable for its purposes, and to which it will be applied, when further experience shall have satisfied the Americans of the superiority of such a coal for steam navigation over wood, and of the economy to be derived from the use of it. The trials and experiments made by the Association in the steam-boats at New York have gone far towards accomplishing this object; but time is required every where to alter or remove long established habits or prejudices: and although many of those best acquainted with the subject in the United States are satisfied of the advantages of coal for steam navigation, there are many who maintain that steam vessels cannot be propelled with the same degree of speed by coal as by wood. A comparison of the rates of speed of our steamers with the American, will show that this impression is altogether erroneous. Of twelve steam vessels running between London and Gravesend, London and Margate, and London and Leith and Dundee, the speed of which has been measured, six exceed twelve miles in the hour, two go twelve miles per hour, two eleven and a half miles, and one eleven miles per hour. These rates are calculated in statute miles, and the vessel moving in still water; for tide will often add three or four miles to this speed, and increase it to sixteen miles an hour. This is the utmost the American steamers can accomplish with the aid of the power-

ful currents of their rivers; and the decks of their vessels are incumbered with piles of wood, and rendered unsafe by the sparks flying from the flues. Coal has none of these inconveniences, and from the difference of bulk, the consideration of stowage must give it the most decided preference in voyages of any length or distance. The use of coal demands, however, a certain management, which the Americans have not yet altogether attained; and the grates and boilers of their boats are not yet adapted generally for it: but there can be no doubt that wood must be gradually superseded by coal for generating steam, and particularly for steam navigation.

The following return shows the quantities of coal shipped from the Albion mines, from the beginning of 1828 to September, 1834, distinguishing the quantity in each year:—

| | Chaldrons. | Bushels. |
|---|---|---|
| 1828 ..... | 4,467 | — |
| 1829 ..... | 5,841 | 35½ |
| 1830 ..... | 6,426 | 15½ |
| 1831 ..... | 8,345 | 21 |
| 1832 ..... | 12,020 | 19 |
| 1833 ..... | 19,890 | 24 |
| 1834 to September | 11,207 | — |
| | | — |
| The total being, chaldrons | 68,199 | 7 |

The coal is raised from four shafts by the aid of steam pumping and winding engines.

The establishment at the Albion mines consists of upwards of 150 persons employed in and about the

mines, the foundry, the rail-road, steam-boat, and barges, the brick kilns, &c., and their several appurtenances. The number of dwelling-houses and of buildings required for these various works is little short of 100; and the small town of New Glasgow owes its birth and existence to the presence and operations of the General Mining Association in this part of the country.

The Sydney and Bridgeport mines are both in the island of Cape Breton, which is separated from Nova Scotia by the Gut of Canso.

The Sydney mines are situated on the north-west entrance of Spanish River, or Sydney harbour, a harbour equal, if not superior, to any in British America, and which is accessible in all winds. It is here that the most extensive operations of the Association are carried on. The coal of this field is similar in quality to the Newcastle coal. It is well suited for all the purposes of good fuel, but most particularly for domestic use. It is highly bituminous, ignites readily, gives a strong lasting heat, and leaves but little ash. A rail-road is in progress from the pits to a point of the harbour, where vessels of any burthen can load with ease, and well sheltered from the prevailing winds. To obviate delay to the vessels resorting to Sydney for coal, they are towed into the harbour in contrary winds or calms by a powerful steam-boat belonging to the Association. The establishment at the Sydney mines consists of about 280 persons, and occupies fifty houses, including the buildings required for the works. The quantities of coal shipped from these mines from the

year 1827 to the month of September of the present year are as follows :—

| | Chaldrons. | | Chaldrons. |
|---|---|---|---|
| In 1827 .... | 8,776 | 1831 .... | 13,882 |
| 1828 .... | 10,266 | 1832 .... | 19,949 |
| 1829 .... | 9,903 | 1833 .... | 15,302 |
| 1830 .... | 11,898 | 1834 to Sept. | 7,599 |
| The total in chaldrons being .. | | | 97,575 |

The Bridgeport mines are situated on the southern shore of Indian Bay, one mile and three-quarters from the harbour where vessels load, and which is perfectly secure for shipping in the most boisterous weather. The southern head of Indian Bay, which is called Cape Table, bears by compass from Flint Island north-west by west, distance eight miles and a half, and the northern head of the Bay bears from the light-house on Flat Point at the entrance of Sydney harbour south-east, distance four miles. Vessels may run safely into four fathoms water between the northern and southern heads.

The coal from these mines is of excellent quality, of the same description as the Sydney, and not at all inferior to it. A rail-road has been laid from the pits to the shipping-place, and along which the coal is carried and deposited at once in the holds of the vessels.

This establishment employs about 100 persons: the houses and buildings exceed 20 in number, exclusive of wharfs, saw-pits, &c. The following quantities of coal have been shipped from the

Bridgeport mines from the year 1829, when they were first opened, to September, 1834 :—

| | Chaldrons. | | Chaldrons. |
|---|---|---|---|
| In 1829 .... | 1,325 | 1832 .... | 10,890 |
| 1830 .... | 3,425 | 1833 .... | 9,805 |
| 1831 .... | 6,851 | 1834 to Sept. | 4,307 |
| The total in chaldrons being .. | | | 36,603 |

The extent and power of the veins or seams of *coal* already discovered in Nova Scotia render them as it were inexhaustible; and when the capabilities of the mines opened by the Association are fully developed, they will be equal to supply any demand. For that demand the Association look to the consumption of Nova Scotia, and the neighbouring colonies; but principally to the United States, which will become the great mart for the produce of the Nova Scotia mines, so soon as it can be sold at prices that will defy competition. That this result has not yet been obtained, will be sufficiently accounted for in considering the vast outlay required to establish extensive works in any country, and especially in a new and remote country, where the price of labour must necessarily be so much greater, as well as the difficulties and drawbacks to be encountered in carrying on any operations: but it will gradually be brought about, by the economy in the cost of production which accompanies the progress of the works towards completion.

The benefit and advantages accruing from the presence and operations of the General Mining Asso-

ciation in Nova Scotia have hitherto been exclusively reaped by the colony and the mother country. The rents and royalties paid, and the large sums of money expended, by the Association, form important items in the budget of Nova Scotia, and in the increased prosperity of that country. The Government at home have derived from the resources of the Association the means of assisting the financial arrangements of Nova Scotia: the emigration of workmen and artisans from the distressed districts of England has been greatly promoted by the Association; whilst the Association itself has not, to the present day, received any return or compensation for the capital and exertions so liberally embarked in this vast undertaking.

The capital of the General Mining Association is 400,000*l*., divided in 20,000 shares of 20*l*. each. Of this sum 280,000*l*., or 14*l*. per share, have already been subscribed, of which 180,000*l*. or 9*l*. per share, have been applied to the operations in Nova Scotia. On the other hand, the Association possesses in Nova Scotia considerable property in mines, machinery, implements, steam-boats, and other craft, wharfs, and houses, and about 14,000 acres of land.

Government.—This has been before adverted to as a cause of complaint by the inhabitants, who protest against the incorporation of their fine island with Nova Scotia as a county of the latter, and returning only two members to the Provincial Assembly. The revenue, amounting to about 4,000*l*. a year, is spent in salaries to a few public functionaries, and in improving roads, &c. In the north-

east district of Cape Breton there were twenty-two schools in May, 1832, in which 800 children received the benefits of moral instruction.

The social condition of the people is now rising: the inhabitants are generally a rude, hardy, and simple race, attached to England, lovers of freedom, and ready to defend their island against any enemy of Britain. Heretofore little attention has been paid them; but I trust the apathy which has so long been displayed is now passing away; that the blessings of religion and education will be extended more efficiently among this simple people; and that the merchant, the capitalist, and the statesman, will have their attention for the future more actively directed to this valuable colony.

## CHAPTER III.

### SABLE ISLAND — THE MAGDALEN ISLES, ETC.

THIS scene of numerous and melancholy shipwrecks[1], lying directly in the track of vessels bound to or from Europe, is about eighty-five miles distant from Cape Canseau; in length about 30 miles by one and a half in width, shaped like a bow, and diminishing at either end to an accumulation of loose white sand,

[1] Forty vessels have been wrecked on it in the course of a few years; and in one year 200 people perished on its shores.

being little more than a congeries of hard banks of the same: its west end is in north latitude 43° 56′ 42″, west longitude 60° 71′ 15″. East end, north latitude, 43° 59′ 5″, west longitude 59° 42′. A sum of 800*l.* is devoted to keeping on the island a Superintendant from Nova Scotia, with a party of men provided with provisions, &c. for the purpose of affording prompt aid to any shipwrecked mariners of whatsoever nation who may be driven on its inhospitable shores.

The surface of the island, according to the statements furnished to Mr. Haliburton, of Nova Scotia, is undulated; and as its colour is also very similar to the sea, it is not easily distinguished from it. Throughout the whole extent there is not a single tree or shrub, and the only productions to be found upon it are a strong coarse grass, commonly known by the name of bent grass, or sea matweed, and whortleberry and cranberry bushes. The grass is indigenous, and grows near the shore, or in low places; and the cranberry bushes are confined to the deep hollows, which the violence of the wind has occasioned, in scooping out the sand, and driving it into the sea. With these exceptions, the soil, if such it can be called, consists of a naked sand, which is easily acted upon by the tempest, and drifts like snow[1]. In some places it has formed conical hills,

[1] Such was the place where the Marquis de la Roche landed, and left forty malefactors, in 1598, for the purpose of forming a colony (see chapter I. page 2.), and who would all have perished but for some shipwrecked sheep, soon after their landing, being providentially thrown on the coast.

one of which is 100 feet high; and notwithstanding its exposure, and the looseness of its texture, continues to increase in bulk. After a gale of wind, human skeletons are sometimes exposed to view, and timber and pieces of wrecks are disinterred, which have been buried for years.

Those who have not personally witnessed the effect of a storm upon this place, can form no adequate idea of its horrors. The reverberated thunder of the sea, when it strikes this attenuated line of sand, on a front of thirty miles, is truly appalling, and the vibration of the island under its mighty pressure seems to indicate that it will separate, and be borne away into the ocean. The whole of the south end is covered with timber, which has either been drifted thither by the current or torn from wrecks, and driven on shore by the violence of the sea. At either extremity there is an extensive and dangerous bar. The north-west bar is sixteen miles long, and from a mile to a mile and a half wide, on the whole of which the sea breaks in bad weather. That on the north-east, which is of the same width as the other, extends twenty-eight miles, and in a storm forms one continued line of breakers. The currents are variable, but there is one the cause of most of the disasters, which is but little known to seamen. There is sufficient reason to believe, that the gulf stream at 42° 30′, running east-north-east occasions the waters of the St. Lawrence, running south-south-west, to glide to the westward. The strength of the current has never been noticed, and three-fourths of the vessels lost have been supposed

to be to the eastward of the island, when, in fact, they were in the longitude of it.

It is apprehended that the island is decreasing in size. The spot where the first superintendent dwelt is now more than three miles in the sea, and two fathoms of water break upon it. Although it must occasionally vary, according to the violence of storms and the action of the waters, yet it is thought that the effect of these is perceptible rather on the bars and shoals, than on the island itself; and that it is diminished by the wind faster than it is supplied by the ocean.

During the summer months, the south-west wind is so prevalent as to be almost a trade wind, and is attended with the inconvenience to the party residing on it, and the danger to strangers, of being always accompanied by fog. In winter the rigour of the climate is abated by the sea breeze; and snow, though it sometimes falls in heavy showers, is almost immediately blown off into the water. Although the island is a mere strip of sand, it contains a pond eighteen miles long, and nearly a mile wide, denominated Lake Wallace, between which and the sea, on the south side, there is a narrow ridge or sea wall, of about 200 yards. This lake, when the island was first discovered, appears to have had the same form which it now presents; but very many years afterwards a breach was made into it by the sea on the north side, and an inlet formed, which converted it into a very commodious harbour for small coasters. A tempest, similar to that which opened it, closed it again, and blockaded two small American shallops

that had sought shelter within it. About the centre of the north side of the lake is the house of Mr. Hodgson[1], which is one story in height, and forty feet in length by twenty in breadth, near which stand the stores and a large barn. On an adjoining hill is a flag staff, made of the spritsail-yard of the French frigate l'Africane, wrecked in the year 1822, from which signals are made to vessels in distress. At each end of the lake is a hut, furnished with provisions, apparatus for striking fire, and directions for finding the house of the Superintendent. Two small kitchen gardens are attached to the house, and one place has been found where cabbages can be reared. Rye, oats, and Indian corn, have been frequently sowed, but they have never arrived at maturity. The stock of cattle consists of four domesticated horses, a few cows and oxen, and some hogs and poultry. But though the attempt to raise sheep has been often made with every possible care, it has hitherto failed, the climate or the food not being congenial to them. Besides the barn adjoining the house, there is another at the east end of the lake, which is filled with hay made of the beach grass. The family are supplied with firewood by drift timber on the south end

[1] Mr. H. is the Superintendent placed there by the government of Nova Scotia; he has been in his present singular station since 1804, (having also previously resided on what may be termed a sand-bank for several years as assistant to the first superintendent) and has brought up a large family, who assist their parent in his apparently desolate life. A vessel visits the island annually to supply the party with provisions ar bring off any shipwrecked mariners.

of the island, which is hauled to the lake and there formed into a raft, and towed to the dwelling house, for which purpose they are furnished with two excellent whale boats. The water is brackish and of yellowish colour, but is every where attainable in the hollows by digging from three to five feet. From the earliest period that there is any authentic account of this island, it appears to have had a herd of wild cattle upon it. The Portuguese were the first who made this humane provision for the unfortunate, by landing some calves, which increased in a few years to such an extent, as to induce unprincipled men to hunt them for the sake of their hides and tallow, and in some instances to remove them alive. The disreputable nature of the employment, and the danger attending a protracted visit on the island, were such, that they were not exterminated for more than a century. After this it was again stocked, but the cattle shared the same fate as those which had been previously placed there. At a subsequent period, a Mr. Le Mercier, a French clergyman at Boston, who called himself an Englishman by naturalization, sent cattle thither, and proposed to remove there himself. Among the records of the province, there is an application from him to Lieutenant-Governor Armstrong, at Annapolis, for a grant of the island, but as he declined to accept it on the terms proposed, of paying a quit rent to the king, it was finally withheld. A proclamation, however, was issued by the governor, forbidding people to kill these animals, and they continued there for many years, but at what time they were destroyed, and

succeeded by the horses now upon it, is not known, nor is it ascertained whether the ter are the descendants of some sent there by him, or of others which have escaped from wrecks. Since the formation of the establishment, and the protection afforded them by it, they have greatly increased in number, and are now estimated at three hundred. They are small, but strong and active, and endure, with surprising hardihood, the inclemency of the weather in winter, without any other shelter than that afforded by the hillocks of sand. They are, as Buchanan describes the Orkney ponies, *species quidem contemptibilis sed ad omnes usus supra quam credi potest strenui.* The south end of the island is their general resort, on account of the quantity of grass on its shores, and its remoteness from the house of the Superintendent. They have increased beyond their means of subsistence, and although many are killed every year to supply fresh provisions for the crews of wrecks, who are detained there until an opportunity offers for conveying them to Nova Scotia, yet several of the aged and infirm are generally found dead every spring. They are exceedingly wild, and it is no easy matter to approach within gun-shot of them. As it is desirable that no effort to shoot them should be ineffectual, and that they should not be unnecessarily maimed or wounded, great care is taken by the marksman to secrete himself in a suitable place, until an animal approaches within a convenient distance, when one shot usually suffices to kill him. The young male horses are selected for slaughter, and are easily distinguished from the aged by their

superior condition, and by the size of the mane, which in old horses is of extreme length, reaching nearly to their knees. The meat is said to be tender and by no means unpalatable. The island is also well stocked with English rabbits, which make a very agreeable variety in the food of the party. The nature of the soil is so peculiarly adapted to the habits of these animals, that they have multiplied astonishingly, and they are alone prevented from becoming too numerous by a similar increase of rats, the progeny of those that have escaped from wrecks. Great numbers of the latter perish in the course of the winter, and the rainy weather of the spring and autumn. Until within the last fifteen years, there was a small herd of wild hogs, that became exceedingly fierce. The climate, however, which had always restricted their increase, finally overcame them altogether, the whole having perished during an unusually severe winter. Since that time it has not been thought advisable to renew this species of stock, which, considering the nature of the food that shipwrecks must sometimes have unfortunately furnished them, must always have been objects of the greatest horror and disgust. During the early part of the summer, gulls, ducks, divers, and other wild fowl, lay an immense quantity of eggs on the southern point, and a party from the house frequently sail up the lake and fill their boat with them. At the approach of winter these birds migrate to the Continent. Soon after the settlement of the New England colonies, this place became a favourite resort of fishermen for the purpose of killing morse and seal.

The former are nearly exterminated, but the latter still afford, during the season, a favourite employment to the people of the Superintendent. Mr. Haliburton says, they are of the species 'Phoca Ursina.' The male is sometimes eight feet long, and weighs 800 pounds; but the female is much smaller. The colour of the former is nearly black, and of the latter a dark speckled brown. Their hair is long and rough, and on the neck of the male is upright, and a little longer than the rest. The fore legs are about two feet long, and the hinder ones twenty-two inches, the feet being divided by five toes, separated by a large web, and spreading to the extent of twelve inches. They are prodigiously strong, swimming at the rate of seven miles an hour, and are very tenacious of life, often surviving the most severe wounds. When on shore they live in families, each male being attended by several females, whom he guards with great jealousy. The young ones, at twenty days, are nearly white, and their flesh bears a resemblance to that of sucking pigs. The males, when old, are deserted by the females. They then live apart from the rest, and become exceedingly fierce and quarrelsome. Their contests are often violent and sanguinary, and they inflict wounds on each other, not unlike the cuts of a sabre. At the termination of one of these battles, they throw themselves into the sea to wash away the blood. Although by no means so numerous as they were in former years, they still resort to the island in great numbers. They arrive on the north-east bar about the middle of January, for the purpose of whelping,

and remain there for the space of a month; when the puppies are about twenty-five days old, preparations are made for attacking them. Each person is armed with a club, five or six feet in length, made of oak or ash, the butt being transfixed with a piece of steel, one end of which is shaped like a spike, and the other formed into a blade. As the seals seldom advance beyond the summit of the bar, so as to avail themselves of its declivity to facilitate their descent into the sea, the party approach with great caution and silence, and when within about 200 yards, they rush in between them and the water, and commence the attack. Each man selects the largest as the object of his particular pursuit, and strikes him, on the back part of the head, several blows with the steel spike. He then applies the blade, in the same manner, to the wound thus inflicted, and repeats the blows till the animal is brought to the ground. The strength and fierceness of this species of seal is such, that this attempt is not unaccompanied with danger, and when they turn on their pursuer, they ward off the blow so dexterously, that they sometimes seize the club in their mouth and escape. An ordinary handspike would be altogether unavailing, and a musket is equally ineffectual. When driven off this shoal they land again on the north-west bar, where they are pursued in the same manner, after which they disappear altogether until the ensuing year. The chief value of the seal consists in the oil. When the animal is killed the fat is peeled off with knives, and the blubber tried out. The skin of a full grown one is worth five shillings,

and that of a whelp one shilling and sixpence. The proceeds of the sales, of both the skins and the oil, are devoted to the benefit of the funds of the establishment.

The interesting and valuable institution on Sable Island, which has preserved the lives of many hundreds of unfortunate people, has been maintained for twenty-four years at the sole expense of Nova Scotia. It is not fair of the other northern colonies thus to throw the whole burthen on the liberality and philanthropy of one community, and I think measures ought to be devised for sharing the pleasing duty of maintaining in due efficiency an establishment so praiseworthy.

THE MAGDALEN ISLANDS, to which I have adverted when describing the Gulf of St. Lawrence, are eighteen leagues north-west of Cape Breton, the same northward of Prince Edward Isle; thirty-six leagues from the nearest point of Newfoundland; seventy-five ditto from the French settlements of Miguelon and St. Pierre, and one hundred and eighty ditto eastward of Quebec. With four exceptions they form an almost continuous chain of land, about forty-two miles long, and nearly north-east and south-west. Amherst Island, the most southern of the chain, is nearly oval, having about five and a half and three and a half miles for its axis, with an elevation in one place of an isolated hill 260 feet above the level of the sea. Its harbour is the best in the chain, with a narrow but straight entrance over a soft ooze bar, for vessels drawing eleven to twelve feet water. Continuous spots of sand almost connect

Amherst with Grindstone Island, whose diameter is about five miles. Cape Abright, the next in succession, is about nine miles long and three broad. Then follows Entry and Coffin Islands. The population consists of nearly 200 families, the greater part of whom are French-Acadians—fishermen. Lieutenant Baddely, who examined the islands, thinks them of igneous origin;—first, by reason of the form of the hills of which they are composed;—secondly, on account of their porphyritic, amygdaloidal, vesicular or lava-like structure;—thirdly, the geological appearances of the sandstone, clays, &c., shown in their displacement, in their redness, and even in their friability. In some places the soil is a rich black mould, as at St. Vincent's, and other volcanic islands in the West Indies.

# BOOK III.

## NEW BRUNSWICK.

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### CHAPTER I.

#### GEOGRAPHICAL POSITION, AREA, AND HISTORY.

GEOGRAPHICAL POSITION.—New Brunswick, as an eastern section of the continent of North America, is situate between the parallels of 45° 5′ and 48° 4′ 30″ north latitude, and the meridians of 63° 47′ 30″ and 67° 53′ longitude west of Greenwich; bounded on the *north* by the Bay of Chaleurs, in the Gulf of St. Lawrence (separating it from the district of Gaspé), and by the River Ristigouche, which in its whole course, from its source to its estuary in the Bay of Chaleurs, divides the province from the county of Bonaventure, in Lower Canada; on the *south* it is bounded by the Bay of Fundy and Chignecto Inlet, which nearly insulate Nova Scotia, the latter being divided on land by a short boundary line (drawn from Fort Cumberland to Bay Verte, in Northumber-

land straits, an arm of the Gulf of St. Lawrence), which separates the county of Westmoreland, in New Brunswick, from that of Amherst, in Nova Scotia; on the *east* by the Gulf of St. Lawrence and Northumberland Strait, which separates it from Prince Edward's Island; and on the *west* by the United States territory, commencing on the south coast at Passamaquoddy Bay in the Gulf of Fundy (embracing the islands to the northward of 44° 36′, such as the Grand Monan, Deer, and Campo Bello), proceeding northward along the River Scodie or St. Croix [1]; the River Chiputnetikooh to a chain of lakes, thence from a boundary line commencing at a monument on Mars' Hill, 100 miles west of Fredericton, in latitude 45° 57′ north, longitude 66° 46′ west, and running northerly to about four or five miles west of the River St. John, to the source of Ristigouche River; the whole province containing 27,704 square miles, or, 17,730,560 acres.

General History.—The early details of this colony are comprised in those of Nova Scotia, of which it formed a part, and which the reader will remember to have been finally ceded (after conquest) to Great Britain, by the treaty of Utrecht in 1713, but until the final extirpation of the French power in North America, in 1758 and 1759, Great Britain could not be said to have peaceable possession of New Brunswick, since which time it has remained in our possession [2].

[1] See Appendix for the Boundary Question, as regards this river.

[2] I pass over throughout this work all petty or minute de-

In 1785 the present limits of New Brunswick were fixed, and the territory was separated from the province of Nova Scotia—erected into a separate government, under the administration of Col. Carleton, and a Legislative Assembly was summoned at St. John's. The county was then thinly peopled; the judicious—the paternal conduct of Governor Carleton, unremittingly pursued for twenty years, raised it from a wilderness to comparative civilization, leaving no other duty to the historian than to record the virtues of its founder, and the sufferings of the New England, and other American loyalists, who were in a great measure the early settlers in this now important section of the British Empire.

I must not, however, omit to notice the dreadful fire at Miramichi, on the east coast, in 1825, as it is one of the most terrible natural conflagrations of which we have any record in the history of the world. The person who has never been out of Europe can have little conception of the fury and rapidity with which fires rage after a continuation of hot seasons in North America and New Holland, when the dry underwood and fallen leaves, in addi-

tails of controversy; for instance, those that took place between the early French and English settlers in New Brunswick would not interest the general reader, and while occupying a considerable space, they would distract the attention from the main points of the history, such as the acquisition, &c., which, in a work of this nature, is alone essentially necessary: I make this observation in order that critics may not suppose me ignorant of events, which I have not considered it necessary to detail.

tion to the resinous quality of the timber, afford combustible materials in the greatest abundance. I have seen the side of a mountain, thirty miles long, burning in New Holland, and illumining the sky for many miles; but the following description by an eye witness (Mr. Cooney) of the Great Miramichi fire, exceeds any thing of the kind that ever occurred.

The summer of 1825 was unusually warm in both hemispheres[1], particularly in America, where its effects were fatally visible, in the prevalence of epidemical disorders. During July and August, extensive fires raged in different parts of Nova Scotia, especially in the eastern division of the peninsula. The protracted drought of the summer, acting upon the aridity of the forests, had rendered them more than naturally combustible; and this facilitating both the dispersion and the progress of the fires that appeared in the early part of the season, produced an unusual warmth. On the 6th of October, the fire was evidently approaching Newcastle; at different intervals fitful blazes and flashes were observed to issue from different parts of the woods, particularly up the north-west, at the rear of Newcastle, in the vicinity of Douglastown and Moorfields, and along the banks of the Bartibog. Many persons heard the crackling

[1] During the greater part of the year 1825 I was on the coast of Eastern Africa and Madagascar, in His Majesty's ships *Leven* and *Barracouta*, where I found the temperature dreadfully hot, although on board ship: the drought also was very great, and I observed forest fires on different parts of the shore, from Patta and Lamoo, near the equator, down to Mozambique.

of falling trees and shrivelled branches, while a hoarse rumbling noise, not dissimilar to the roaring of distant thunder, and divided by pauses, like the intermittent discharges of artillery, was distinct and audible. On the 7th of October the heat increased to such a degree, and became so very oppressive, that many complained of its enervating effects. About twelve o'clock a pale sickly mist, lightly tinged with purple, emerged from the forest, and settled over it.

This cloud soon retreated before a large dark one, which occupying its place, wrapt the firmament in a pall of vapour. This incumbrance retaining its position, till about three o'clock, the heat became tormentingly sultry. There was not a breath of air—the atmosphere was overloaded; an irresistible lassitude seized the people; and a stupifying dulness seemed to pervade every place but the woods, which now trembled, and rustled, and shook with an incessant and thrilling noise of explosions rapidly following each other, and mingling their reports with a discordant variety of loud and boisterous sounds. At this time the whole country appeared to be encircled by a *fiery zone*, which gradually contracting its circle by the devastation it made, seemed as if it would not converge into a point while any thing remained to be destroyed. A little after four o'clock an immense pillar of smoke rose in a vertical direction, at some distance north-west of Newcastle for a while, and the sky was absolutely blackened by this huge cloud; but a light northerly breeze springing up, it gradually distended, and then dissipated into a variety of shapeless mists. About an hour after, or probably at

half-past five, innumerable large spires of smoke, issuing from different parts of the woods, and illuminated by flames, that seemed to pierce them, mounted to the sky.

A heavy and suffocating canopy, extending to the utmost verge of observation, and appearing more terrific by the vivid flashes and blazes that darted irregularly through it, now hung over Newcastle and Douglas in threatening suspension, while showers of flaming brands, calcined leaves, ashes, and cinders, seemed to scream through the growling noise that prevailed in the woods. About nine o'clock, or shortly after, a succession of loud and appalling roars thundered through the forests. Peal after peal, crash after crash, announced the sentence of destruction. Every succeeding shock created fresh alarm; every clap came loaded with its own destructive energy. With greedy rapidity did the flames advance to the devoted scene of their ministry; nothing could impede their progress. They removed every obstacle by the desolation they occasioned, and several hundred miles of prostrate forests and smitten woods marked their devastating way.

The river, tortured into violence by the hurricane, foamed with rage, and flung its boiling spray upon the land. The thunder pealed along the vault of heaven: the lightning appeared to rend the firmament. For a moment, and all was still, a deep and awful silence reigned over every thing. All nature appeared to be hushed, when suddenly a lengthened and sullen roar came booming through the forest, driving a thousand massive and devouring flames

before it. Then Newcastle, and Douglastown, and the whole northern side of the river, extending from Bartibog to the Naashwaak, a distance of more than 100 miles in length, became enveloped in an immense sheet of flame, that spread over nearly 6,000 square miles! That the stranger may form a faint idea of desolation and misery which no pen can describe, he must picture to himself a large and rapid river, thickly settled for 100 miles or more, on both sides of it. He must also fancy four thriving towns, two on each side of this river, and then reflect, that these towns and settlements were all composed of wooden houses, stores, stables, and barns; that these barns and stables were filled with crops,—and that the arrival of the fall importations had stocked the warehouses and stores with spirits, powder, and a variety of combustible articles, as well as with the necessary supplies for the approaching winter. He must then remember that the cultivated, or settled part of the river, is but a long narrow stripe, about a quarter of a mile wide, and lying between the river and almost interminable forests, stretching along the very edge of its precincts, and all round it. Extending his conception, he will see these forests thickly expanding over more than 6,000 square miles, and absolutely parched into tinder by the protracted heat of a long summer. Let him then animate the picture by scattering countless tribes of wild animals; hundreds of domestic ones; and even thousands of men through the interior. Having done all this he will have before him a feeble description of the extent, features, and general circumstances of the country,

which, in the course of a few hours, was suddenly enveloped in fire. A more ghastly, or a more revolting picture of human misery, cannot be well imagined. The whole district of cultivated land was shrouded in the agonizing memorials of some dreadful deforming havoc. The songs of gladness that formerly resounded through it were no longer heard, for the voice of misery had hushed them. Nothing broke upon the ear but the accents of distress; the eye saw nothing but ruin, and desolation, and death. Newcastle, yesterday a flourishing town, full of trade and spirit, and containing nearly 1,000 inhabitants, was now a heap of smoking ruins; and Douglastown, nearly one-third of its size, was reduced to the same miserable condition. Of the 260 houses and storehouses that composed the former but twelve remained; and of the seventy that comprised the latter but six were left. The confusion on board of 150 large vessels then lying in the Miramichi, and exposed to imminent danger, was terrible,—some burnt to the water's edge,—others burning,—and the remainder occasionally on fire. Dispersed groups of half-famished, half-naked, and houseless creatures, all more or less injured in their persons; many lamenting the loss of some property, or children, or relations and friends, were wandering through the country. Of the human bodies some were seen with their bowels protruding, others with the flesh all consumed, and the blackened skeletons smoking; some with headless trunks and severed extremities, some bodies burnt to cinders; others reduced to ashes; many bloated and swollen by suffocation, and several lying

in the last distorted position of convulsing torture. Brief and violent was their passage from life to death: and de and melancholy was their sepulchre—"unknelled, uncoffined, and unknown." The immediate loss of life was upwards of 500 human beings! Thousands of wild beasts, too, had perished in the woods, and from their putrescent carcases issued streams of effluvium and stench, that formed contagious domes over the dismantled settlements. Domestic animals of all kinds lay dead and dying in different parts of the country; myriads of salmon, trout, bass, and other fish, which poisoned by the alkali, formed by the ashes precipitated into the river, now lay dead or floundering and gasping on the scorched shores and beaches; and the countless variety of wild fowl and reptiles shared a similar fate. Such was the awful conflagration at Miramichi, which elicited the prompt benevolence of very many philanthropists in the Old and New World, who subscribed 40,000*l.* for the relief of the survivors, whose property, to the extent of nearly a quarter of a million, was destroyed.

## CHAPTER II.

PHYSICAL ASPECT—DIVISION INTO COUNTIES—RIVERS AND CHIEF TOWNS—GEOLOGY—SOIL, CLIMATE, &c.

NEW BRUNSWICK is generally composed of bold undulations, sometimes swelling into mountains, and again subdividing into vale and lowlands, covered with noble forests, and intersected by numerous rivers and lakes, affording water communications in every direction to the pleasing settlements, scattered throughout the fertile alluvial spots, termed *intervales*[1]. The greater part of the territory, namely, about 14,000,000 acres, is still in a state of nature, adorned with abundance of timber, and fine extended prairies: an idea of the country will, therefore, be better conveyed to the stranger by examining its appearance, by counties, which are in general distinctly divided by water courses, or other natural indications.

[1] This term, which is frequently used in Nova Scotia, New Brunswick, and other colonies, is applied to land so situated, with respect to some adjacent river or stream, as to be occasionally overflowed, and thus enjoy the advantage of alluvial deposits.

New Brunswick is divided into ten counties:—viz. Gloucester, Northumberland, Kent, Westmoreland, St. John's, Charlotte, King's, Queen's, Sunbury, and York. Gloucester, Northumberland, and Kent were originally comprised under one county, named Northumberland, and extending over an area of 8,000 square miles, having a river frontier from the source of the Ristigouche to Dalhousie Harbour, at the head of the Bay de Chaleur, and thence a seaboard along the south side of the bay and the gulf coast to Shediac Island.

The New Brunswick shore, along the gulf of St. Lawrence, is low and sandy, covered with trees of a stunted growth, and skirted with extensive marshes, large deep mosses and long sand beaches, formed by the conflicting currents of the gulf, and the different rivers that pierce the shore. The coast line of the magnificent Bay de Chaleur (which is eighty-five miles long and from sixteen to thirty broad), commencing in 47° 58′ north latitude, 64° 30′ west longitude, is similar to the gulf shore, but in some places there are perpendicular cliffs of some height. At the entrance of the bay, on the New Brunswick shore, are the two islands Shippigan and Miscou; the former twenty miles long, low and sandy, with a somewhat fertile soil, inhabited by Acadian French. Miscou is about ten miles round, and, when visited by Mr. M'Gregor, alone tenanted by a disbanded Highland soldier, named Campbell, with his wife, son-in-law, and two daughters[1], who found there

[1] Three of the family were not long since drowned by the swamping of a boat, when crossing over to Caraquette.

excellent pasture for their flocks and herds in summer, and abundance of hay for winter fodder. The principal river of the district, whose seaboard has been just described, is the noble stream called the Miramichi, which, thirty years ago, was only known to a few fur traders, and is now of considerable importance, owing to the timber trade and fisheries carried on by its hardy and enterprising inhabitants. The Miramichi falls into the Gulf of St. Lawrence in 47° 10′ north latitude, 64° 40′ west longitude, forming at its estuary a capacious bay, with several islands, and a ship channel for vessels of 700 tons burthen, which can navigate upwards of thirty miles from the sea. Chatham, the principal sea-port town of the district, is situate on the south-east bank, about twenty-five miles from the Gulf of St. Lawrence, and on the opposite banks are the towns of Douglas and Newcastle. It was here the great fire of 1825, described at page 129, occurred, since which time Newcastle and Douglas have indeed, Phœnix like, risen from their ashes, finer towns than they were before the period of that terrific conflagration. At these settlements upwards of 200 vessels annually load with timber for Great Britain, &c. Seven miles above Chatham the Miramichi divides into two branches, one running south-west and the other north-west. The tide extends about fifteen miles up the south-west branch, beyond the point of junction, and the banks are settled nearly forty-five miles from the tideway, up to which point large-sized vessels can load and unload: from hence to the river Tauk (forty-five miles), small craft, lighters, and barges,

arrive from Chatham and Newcastle, and proceed through the New Brunswick company's territory for forty miles further; the south-west branch of the Miramichi containing more water, from the junction of the Tauk when it again ascends to the northward, than the Thames from London upwards. The north-west arm of the Miramichi is more rapid and rocky, and consequently less navigable than the south-west branch; there is, however, little obstruction to canoe navigation for about eighty miles, to where it meets the tide, seventeen miles above the harbour. The source of the south-west branch is in the county of York, near the Tobique, twelve miles from the St. John; the commencement of the north-west branch is not known, the country being there little explored; the former is about 189 miles long before reaching the latter, (which is 100 miles in length,) each receiving several large streams of from twenty to forty miles long. The sea-coast of the Miramichi is low, but inland the country rises in some places, consisting of extensive and rich intervales, in others of a rugged rocky territory. The country in general has scarcely yet recovered from the desolating effects of the great fire in 1825, but the establishment and operations of the New Brunswick company will, it is to be hoped, facilitate the settlement of so fine a territory.

GLOUCESTER county commences near Tracadie, a river falling into the Gulf of St. Lawrence, about thirty miles north of the Miramichi; from thence it extends along the shore round Miscou, up the south side of the Bay de Chaleur, and onward to the

sources of the Ristigouche. The coast is low, flat, sandy, and lightly covered with spruce and fir for two or three miles inland. From Miscou to Miramichi, and indeed to Shediac, the coast is skirted by large lagoons, some of them twelve miles long by three miles wide, which facilitate the coast navigation of small craft.

The largest river in the district is the Ristigouche, or Big River, (so called in contradistinction to the Miramichi, which is smaller,) which rises near Temisquata lake, and is supposed to be more than 220 miles long, with a general course east-north-east, cherished by numerous tributary rivers and streams, and forming, at its estuary, a large and commodious harbour. The entrance of the Ristigouche is about three miles wide, formed by two high promontories of red sand stone, with a bold opening unencumbered by bar or shoal, and containing upwards of nine fathoms water. Two miles from the mouth is the town of Dalhousie, with a broad river channel six or seven fathoms in depth, which may be said to extend for eighteen miles, thus forming a safe and commodious harbour for the largest class ships. At upwards of 200 miles from its embouchure whither the tide flows, the Ristigouche is upwards of a mile wide, and from thence, to within forty miles of its source, it is navigable for barges and canoes. For seventy miles from the Bay of Chaleur the Ristigouche is flanked on either side by two stripes of high but level land, extending generally a mile back with a few prominent elevations, occupying the very edge of the water, and maintaining a position somewhat like the

bastions of a fortress. It was in the Bay de Chaleur and in the Ristigouche river, that Captain Byron, in 1760, destroyed and captured the French fleet, consisting of La Catherina; the Esperance, of thirty guns; the Bienfaisant, of twenty-two; the Marquis de Marloze, of eighteen guns, together with twenty-two sloops, and small vessels.

As may be supposed, the appearance of the country is exceedingly grand and impressive; wherever the eye wanders nothing is to be seen but an almost immeasurable dispersion of gigantic hills, with an infinite number of lakes and rivers, glens and valleys; some of the mountains are clothed with the tall and beautiful pine—others sustain a fine growth of hardwood; many have swampy summits, and several terminate in rich meadows and plains; in form some are conical, others exhibit considerable rotundity; many lank and attenuated, and not a few of the most grotesque shapes. Sometimes the precipitous banks of the river are 300 feet above its bed, and at every bend, which is about every six miles, the voyager is deceived with the appearance of entering a well sheltered lake; but at about seventy miles from the sea, the country becomes comparatively level, and all the way to the head of the Ristigouche is a fine, bold, open territory, consisting of a rich upland, skirted with large tracts of intervale, and covered with a dense and unviolated growth of mixed wood, in which large groves of pine are very conspicuous. This fine country is as yet but very thinly settled along a part of the river's banks, but from the superior quality of the pine timber, and the richness

of the soil, it is to be hoped it will be speedily settled.

The river, that of Nipisighit, rises in some mountainous heights in the north-west, and flows in a broad and deep channel to the cataracts, twenty miles above its mouth; below the falls it flows in a rapid and tumultuous manner, over rocks and shoals, until it meets the tide about three miles above the basin of Nissisiguit, into which it disembogues.

The county town is named Bathurst, and situate on the left bank of the Nissisiguit, with a commodious haven in front.

The *Upsalquitch* is a very large river, rising in the unexplored part of the mountainous country near the sources of the Nipisighit, flowing north for about seventy miles, when it flows into the Ristigouche, about thirty miles from its mouth; during its whole course it presents no obstruction to navigation, [illegible] a cataract of a perpendicular fall of twelve feet, nine miles from its mouth.

KENT COUNTY, so called after his late Royal Highness Edward Duke of Kent and Strathern, and formerly a part of Northumberland, is situated on the gulf of St. Lawrence, comprehending a seaboard of about fifty miles, and extending from Point Escuminac, the south extremity of Miramichi Bay, to Shediac Island. The shore, as before observed, is striped by sand beaches and marshes, with several small but good harbours, on which are clustered many of the Acadian-French settlements.

The *Richibucto*, on which is built the shire town of Liverpool, is about sixty-five miles long, and rolls

into the Gulf of St. Lawrence, through a safe and capacious harbour, forty-three miles south of Escuminac. In its greatest width at the entrance it is not more than a mile, and often does not exceed 200 feet. The tide flows twenty-two miles from its mouth, affording a sufficiency of water for large vessels; canoes navigate to its source, whence there is a small portage to the Salmon River, whose source is unknown, but which flows for eighty miles to the south-west, and falls into Salmon Bay, at the head of the Grand Lake in Queen's County. The banks of the Richibucto, for nine miles from the sea, are low and sandy, but further inland the country assumes an easy and gradual elevation, indicating by a better growth of timber a more fertile soil. The Chebuctouche rises also in Kent County, is thirty-six miles long, falls into the gulf twenty miles to the south of Richibucto, and is navigable for schooners twelve miles from its mouth, to which extent the tide reaches. This river is remarkable for its abundance of large and excellent oysters.

Westmoreland County, comprising 2120 square miles, situate between the Straits of Northumberland, in the Gulf of St. Lawrence, and the head of the Bay of Fundy, is bounded on the north by the County of Kent and by the Gulf of St. Lawrence; south, by the boundary line separating New Brunswick from Nova Scotia; and on the west, by King's County. Two-thirds of Westmoreland has a water frontier; and forming, as it does, the only land communication between Nova Scotia and New Brunswick, it is a rich and valuable district. There are seve-

ral rivers, such as the Cocagne, which falls into the Gulf of St. Lawrence after a course of eighty miles, the Great and Little Chemogue, the Misseguash, the Memramcook, and the Peticoudiac, which falls into Shepody Bay, an inlet of the Bay of Fundy, where the rise of tide sometimes exceeds fifty feet; whilst in Bay Verte (so called from the salt water grass that grows in the mud, and floats on the surface), on the St. Lawrence side of the isthmus, the tide does not rise more than ten feet. The turn of the tide in the Bay of Fundy, exhibits that peculiar phenomenon termed the *Bore*, which is observed at the mouths of the Ganges, Indus, and Mississippi in such grandeur, and in witnessing which, on one occasion, I nearly lost my life. In the Bay of Fundy the receding waters seem to accumulate without advancing till the waves attain a considerable perpendicular height, when they rush forward with an incalculable velocity and irresistible force, their roaring noise striking terror into the animals on the shore, who fly to the highlands trembling in alarm for their safety.

St. John's County is bounded on its whole length south and south-east, by the Bay of Fundy; on the north and north-west by the King's County; on the east by Westmoreland; and on the west by Charlotte County: its chief town is distinguished by being the maritime capital of the province, and by the embouchure of the large river of St. John falling into the Bay of Fundy in this district. The coast along the Fundy shore is almost a series of barren rocks, particularly in the large parish of St. Martin; but owing to the contiguity of the capital, it is care-

fully cultivated, and presents a smiling appearance inland, where several moderate-sized hills are interspersed with beautiful lakes and water courses.

The city of St. John, in latitude 45° 20′ north, longitude 66° 3′ west, by reason of the noble river on which it is built, is the emporium of the inland trade of a great part of the province: it is a handsome town, on a rugged, rocky, and uneven peninsula projecting into the harbour, with numerous public buildings of stone, brick, or wood. A courthouse, church, and bank, of stone, are particularly remarkable for their excellent structure. Being an incorporated city, St. John is governed by a mayor, aldermen, and commonalty, who have an annual revenue of 2000*l.* at their disposal for the improvement of the city, whose population amounts to about 10,000 mouths. The harbour is easy of entrance, capacious and safe, with a lighthouse on a small island (Partridge), about the centre of the entrance. The view from seaward is bold and rugged; but on opening the harbour, the wooded mountainous background, and general picturesque scenery, forms a very beautiful picture.

The fine river, St. John's, has a course of nearly 600 miles from its source, near the Chaudiere in Lower Canada, to where it falls into the Bay of Fundy: at its entrance into the harbour, the river passes through a fissure of solid and overhanging rock, exhibiting every appearance of having been formed by some convulsion of nature. The volume of water collected in a course of so many hundred miles, being here compelled to pass through so

narrow a passage as 1300 feet, occasions what are called the falls of St. John, which are merely a sluice on a grand scale. Mr. Baillie says, that at times of great floods, the appearance from the overhanging precipices is truly wonderful, and the noise tremendous, particularly on the ebb of tide. The ordinary rise of the tide above the falls is six feet, and then only when the river is not swollen: the tide must flow twelve feet below, before the river becomes passable for vessels,—the time for such passage lasts about twenty minutes, after which the rise of the tide creates a fall from below: on the returning tide the water becomes level for the same space of time, and thus only at four times in the twenty-four hours can vessels enter St. John's harbour, in which the rise of tide is from twenty-five to thirty feet, covering the low muddy shores in front of the city, and rendering the landscape, particularly when viewed from Carleton heights, extremely interesting. Above the falls the river widens, and forms a bay of some magnitude, surrounded by high and rugged woodland; (from a village in this bay, the steam boat for Fredericton, the capital, starts). Passing up the bay, huge calcareous rocks and vast dark pine forests stretch up the sides of lofty hills and promontories. The same scenery prevails in Grand Bay, from whose extensive shores the Kenebekasis Bay and River bends off to the east for nearly forty miles, twenty of which are navigable for large vessels[1]. On re-

[1] Mr. M'Gregor says that the shores of the Kenebekasis are generally abrupt and rocky; near the head is Sussex Vale, a beautiful tract of country richly cultivated.

ceiving the Neripis from the west, the St. John bends rather abruptly, and forms a beautiful vista of eighteen miles, termed the Long Reach, at whose head the lands on each side the river, and the islands which divide it into separate streams, present a beautiful picture. Belle Isle Bay, a fine sheet of water receiving several rivers, branches off here for upwards of twenty miles to the westward. The St. John then winds to the northward, towards Fredericton, receiving the waters of the Washdemoak and Grand Lake from the east, and the Oromucto from the west. The scenery here exhibits much beauty, and a great portion of the soil is intervale or alluvial, and the result is a luxuriant landscape. At Fredericton, ninety miles above St. John's city, the river is half a mile wide: and the tide, which rises at the capital from six to ten inches, is felt nine miles further up, where the St. John receives the Madame Keswick, where several lovely isles and cultivated farms charm the eye of the spectator. For 130 miles further, the river may still be ascended in batteaux or tow boats; in this course the St. John flows through a fertile wooded country, and receives several rivers, such as the Meduxnikik, Tobique (which is 200 miles long), Restook (which has been explored for 100 miles), &c. At Woodstock and Northampton, sixty-three miles above Fredericton, there are many beautiful islands, and the country begins to assume bolder features as it approaches within a few miles of the American boundary. The Meduktik rapids, below Woodstock, are with difficulty passed through the foaming torrent. The next

conspicuous place arrived at is Mars Hill, about five miles and a half west of the river St. John, and 100 from Fredericton; and which has a considerable degree of interest attached to it, from the circumstance of its being the point fixed on by the British Commissioners as the commencement of the range of highlands forming the boundary of the United States. The mountain is about three miles in length, with a base of upwards of four miles, an elevation of 2000 feet above the sea, and 1200 above the source of the St. Croix; near the summit it is almost perpendicular. As it is the highest point in its vicinity, the prospect commands a great extent of territory: immediately beneath stretches the vast forests of which the adjacent county is composed, whose undulatory swells, clothed with the funereal green of the fir, and the brilliant verdure of the birch, resemble stupendous waves, the more elevated spots rising above the others, like towers on the ocean: towards Brighton, the eye wanders over one vast scene of an emerald hue.

Proceeding onwards to 46° 55′ north latitude, we arrive at the Grand Falls[1], where the St. John is contracted between rugged cliffs overhung with trees, sweeping along a descent of several feet with furious impetuosity, until the interruption of a ridge of rocks changes the hitherto unbroken volume into one vast body of turbulent foam, which thunders over a perpendicular precipice, about fifty feet in height, into a

[1] I am glad to hear that our Government intend to fortify the country at these falls.

deep vortex among huge black rocks, when the St. John rolls out impetuously through a channel still more confined in width, over a succession of falls, for about a mile; the cliffs here frown, overhanging the St. John so much as in some places to conceal the very river. The country beyond is rich and fertile, particularly on the shores of Lake Tamisquata, which is thirty miles long by two or three miles wide; and without proceeding to notice the St. John further, I may observe, that the fine country bordering it is that now claimed by the crafty Americans: which if ceded to them, England deserves to lose every colony in the west.

It will now be necessary to say a few words on the other counties bordering on the St. John River and Passamaquoddy Bay. The county of York, which is bounded on the north by the River Ristigouche; on the south by Charlotte County; on the east by the county of Sunbury; and on the west by the Province of Maine (United States), is of great extent (7848 square miles) but thinly settled, and in several parts little known; it is well watered by various rivers and lakes, and though the soil is in some places rocky, there is a large quantity of intervale or alluvial land, which at the settlement of Madewaska, &c. is well cultivated.

York County contains the capital of the province —Fredericton, in 45° 57′ north latitude, 66° 45′ west longitude; eighty-five miles distant from the sea coast at St. John's [1].

[1] Eighty-five miles from St. John's, ninety from St. An-

The site of Fredericton is upon a flat territory, on the right bank of the River St. John's, a body of water equally interesting from its extent and purity, and which is here three quarters of a mile wide: the river, making an elbow, encloses the city on two sides; whilst, on the land side, the plain is likewise enclosed by a chain of hills, and opposite to it the Nashwak rolls its broad, and sometimes rapid, stream into the St. John's, which to this point is navigable from the sea upwards for vessels of fifty tons burthen.

Fredericton is laid out in blocks of a quarter of an acre square, of which there are eighteen; the streets are disposed rectangularly, some of them being a mile long, and, for the most part, continuously built on with wooden houses. The public edifices consist of the Province Hall (where the Provincial Assembly and Courts of Justice assemble), the Court-house, Barracks, Government House, Library, Church, Chapels, and Kirk, with several other structures, the number of which is rapidly increasing.

Fredericton was founded by Sir Guy Carleton, in 1785, shortly after the erection of New Brunswick into a separate province; its situation as a central depot for commerce and military purposes is admirable; the population may now be estimated at about 5000, and it will doubtless rapidly increase with the progressive improvement of the province.

Sunbury County, lying on both sides of the

drew's, ditto from Northumberland, 140 west of Fort Cumberland in Westmoreland, and ditto from the Upper Settlement in Madawaska.

River St. John, is bounded on the north-west by the county of York; north and north-east by Northumberland; south by Charlotte County, and south-east by Queen's County; it contains four parishes, Mageeville and Sheffield on the north-east, and Lincoln and Burton on the south-west side of the river, the two former being considered the most productive tracts in the province, in consequence of their being annually overflowed. It is impossible to conceive a scene more luxuriant than these tracts exhibit in the season of harvest; for more than twenty miles below Fredericton there is scarcely an unimproved spot on the banks of the St. John, through which run a chain of islets equally fertile with the main. Burton and Lincoln parishes are situated on highlands, with valuable slips of intervale, the whole of which are in a high state of cultivation. Sunbury County is computed to contain 40,000 acres of pasture and tillage ground, and upwards of 20,000 of meadow ground. The next to it, where the St. John's takes a more southerly course, is—

Queen's County, extending on both sides of the river, and bounded on the north-west by Sunbury; north by Northumberland; north-east by Kent; south-east by King's County; and on the south and south-west by Charlotte County: containing four parishes, Gazetown and Hampstead on the south-east of the river, and Waterborough and Wickham on the other. This county, containing 1520 square miles, is extensively fertile, and yields fine timber in large quantities for ship building. The Grand Lake, a conspicuous feature of the district, is thirty miles

long and three broad. A little further to the east, and opposite Long Island, is Washdemoak Lake, nearly as large as the preceding. The large stream, called the Salmon River, communicating with the Richibucto and Miramichi, by short portages, flows into the Grand Lake. The principal settlers in this county were originally indigent American loyalists, whose well-cultivated farms, neat dwelling-houses, thriving orchards, numerous flocks and herds, and large exports, now prove the wealth attendant on patient industry.

King's County, containing 1335 square miles, is bounded on the north-west by Queen's County; north-east by Westmoreland; west by Charlotte County; south and south-east by St. John's County: it embraces the whole of Belle Isle Bay, the long reach of the St. John, and the estuary of the Kennebecasis, including Long Island and Kennebecasis, the entire being comprised within seven parishes, viz. Westfield, Greenwich, Kingston, Springfield, Norton, Sussex, and Hampton; the largest, Kingston, is quite a peninsula, enclosed by the Long Reach and Belle Isle Bay on the north-west and south-west, and by the Kennebecasis on the south-east, communicating with the main-land, only in a northerly direction, where it adjoins the parish of Sussex; improvements are making rapid progress, particularly in the latter named place, which, a few years since, was a forlorn and dreary desart, now transformed into a lovely and luxuriant valley, smiling with abundant harvests and rich pastures, whilst roads, bridges, and public works attest the spirit of

the inhabitants. The Kennebecasis River, flowing into this county, is navigable twenty miles for vessels of any burthen, thirty miles for vessels drawing seven feet water, and thirty more for flat-bottomed boats.

The county of St. John, the last on the line of the river, has been before adverted to; and I may now, therefore, conclude this topographical description of New Brunswick with

CHARLOTTE COUNTY, on the southern extremity of the province, bounded north by York, Sunbury, and King's counties, east by St. John's, south by the Bay of Fundy and Passamaquoddy bay, and west by the St. Croix, or Scodie River, which separates it from the United States.

It contains eight parishes, viz. St. Andrew's, St. James's, St. Patrick's, St. David's, St. Stephen's, Pennfield and St. George's, together with the island of Campo Bello. The principal parish, St. Andrew's, contains the shire of the same name, conveniently situated for commerce at the north-east extremity of Passamaquoddy Bay, on a narrow slip of low land fronting the bay, with a ridge of high lands in its rear, distant sixty miles from St. John's, and three from the American shores. The town is well laid out, and there are several handsome buildings, public and private, with a population of upwards of 5,000 inhabitants.

The parish of St. George, in the very heart of the county, is traversed in its whole depth from Lake L'Etang, to its north limits, by the River

Magaguadavick [1]. Pennfield, the most easterly parish, is principally settled by Quakers. Charlotte county abounds with excellent, spacious, and easily accessible harbours, comprising the whole of Passamaquoddy Bay, those of Mace's Bay, and L'Etang and Beaver harbours between them.

Appendant to this county are the islands of Campo Bello, Grand Manan, and Deer Island.

*Campo Bello* is in length, from north to south, eight miles, with an average breadth of two, and a superficies of 4,000 acres: it is for the most part in a high state of cultivation, and, with a little expense, might be rendered impregnable.

The harbour De Lute, on the west side, near the north extremity, is large and safe, with an entrance nearly a mile square.

*Grand Manan Island* lies about seven miles to the southward of Campo Bello, a short distance west of Passamaquoddy Bay, and near the entrance of the Bay of Fundy: it is twenty miles long, with a mean breadth of five, having a number of islets on its north-east side, the largest of which does not contain 1000 acres. A great part of the island is cultivated; the herring fishery is extensively prosecuted on its shores; and, in consequence of its important situation, commanding the entrance to the Bay of

[1] The Americans formerly contended that this river was the true St. Croix, and consequently the western boundary of the province of New Brunswick; a claim which, if it had been allowed, would have given them all the valuable tract of country lying between this river and the Scodie.

Fundy, is extremely valuable, from its being so far fortified by nature, that a little assistance from art would render it invulnerable; the perpendicular rocky cliffs being, in some places, 600 feet high.

*Deer Island* lies at the entrance of Passamaquoddy Bay, to the north of Campo Bello; is of a triangular form, about six miles and three quarters from south to north-east, and three in its greatest breadth: it is surrounded, and indeed guarded, by a multitude of islets, and is well cultivated. The magnificent and beautiful inlet of Passamaquoddy Bay, which separates the sea-coast of New Brunswick from the United States territory of Maine, is studded with numerous islets, some of which are richly wooded. This noble bay has the advantage of being free from ice to a greater extent inland than any other harbour north of New York.

GEOLOGY.—In a country so newly settled, and where the inhabitants are endeavouring to obtain, in the first place, a sufficiency of the necessaries of life, it cannot be expected we should know much of its geology. Along the shores of the province, facing Chaleur Bay and the Gulf of St. Lawrence, grey sand-stone and clay-slate predominate, with detached rocks of granite, mica, quartz, and iron-stone; on the south coast limestone, greywacke, clay-slate with sand-stone, interrupted occasionally by gneis, trap, and granite, prevail. Specimens of amethyst, cornelian, jasper, &c. have been picked up in various places. Coal is plentiful in different situations, and iron ore abundant. Copper, plumbago, and manganese have also been found, and

gypsum and grindstone are in inexhaustible quantities near Chignecto Basin; salt springs, strongly saturated, are numerous, and some sulphureous springs have lately been found. Extensive veins of coal, lying a few feet above the level of the water, and running horizontally, are found on the shores of the Grand Lake in Queen's county: a company has been incorporated for thirty years, with a capital of 30,000*l.* to work this mine. An excellent vein of coal has been recently opened on the banks of the Salmon River, which is said to be superior to that of the Grand Lake.

Climate.—The remarks under this head, as given in the preceding chapters, preclude the necessity of again commenting on this subject. New Brunswick is extremely healthy: old age is frequent in persons possessed of the slightest degree of sobriety. Consumption and rheumatism are the most prevalent diseases; but agues and intermittent fevers are rare, if not unknown. I am indebted to the urbanity of Sir James M'Gregor for the following meteorological return of the climate at Fredericton, the capital, as transmitted home to the army medical department:—

METEOROLOGICAL TABLE FOR FREDERICTON, N. BRUNSWICK, LAT. 45° 57′, LONG. 66° 45′.

| | Fahrenheit Thermometer. | | | | Days of Wind. | | | | | Days of Weather. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Highest. | Lowest. | Daily Average. | Greatest Variation. | E. | S. | W. | N. | Veriable. | Fair. | Rain | Fog. | Snow. |
| January ..... | 22 | 12 | 17 | 24 | 4 | ... | 7 | 6 | 14 | 24 | 2 | 1 | 4 |
| February ..... | 29 | 19 | 24 | 34 | 2 | 4 | 4 | 2 | 16 | 23 | 1 | ... | 4 |
| March ..... | 36 | 30 | 33 | 20 | 23 | 2 | 5 | ... | 1 | 22 | 2 | 2 | 5 |
| April..... | 44 | 36 | 40 | 14 | 12 | 4 | 11 | ... | 3 | 22 | 7 | ... | 1 |
| May ..... | 49½ | 44½ | 37 | 10 | 20 | 1 | 7 | ... | 3 | 18 | 8 | 5 | ... |
| June ..... | 50½ | 46½ | 48½ | 28 | 19 | 1 | 10 | ... | ... | 15 | 6 | 9 | ... |
| July ..... | 73 | 58½ | 65½ | 14 | 20 | ... | 7 | 2 | 2 | 18 | 3 | 10 | ... |
| August..... | 75 | 64½ | 69¾ | 12 | 17 | ... | 9 | 4 | 1 | 23 | 3 | 5 | ... |
| September .... | 66½ | 56½ | 61½ | 16 | 17 | ... | 10 | 2 | 1 | 17 | 5 | 8 | ... |
| October..... | 53 | 42 | 47½ | 20 | 14 | ... | 8 | ... | 9 | 22 | 7 | 2 | ... |
| November .... | 34 | 28 | 31 | 16 | 11 | 5 | ... | 14 | ... | 15 | 8 | 3 | 4 |
| December .... | 16 | 11 | 13½ | 24 | ... | ... | 9 | 14 | 8 | 26 | ... | 2 | 3 |
| Mean & Total. | 45½ | 37¾ | 41⅝ | 22 | 159 | 17 | 87 | 44 | 58 | 245 | 52 | 47 | 21 |

The animal and vegetable kingdoms, detailed under Canada, answer equally for New Brunswick.

## CHAPTER III.

POPULATION BY COUNTIES AND PARISHES — GOVERNMENT FINANCES — COMMERCE — PROPERTY — RELIGION — EDUCATION AND THE PRESS — SOCIAL STATE, &c.

POPULATION. — I regret to state that there has been no census of New Brunswick since 1824, when the aggregate number of the inhabitants was — Whites, males, 38,764; females, 32,656; total,

71,420. Free blacks, males, 749; females, 774; grand total, 72,943.

Divided by counties the population was, in 1824—

| County or District. | Area in Square Miles. | No. of Parishes. | Whites. | | Free Blacks. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| | | | Males. | Females. | Males | Females. | Males. | Females. |
| Census of 1824: | | | | | | | | |
| York . . . . . | — | 10 | 5655 | 4966 | 174 | 177 | 5829 | 5143 |
| St. John . . . . . | — | 3 | 6417 | 5804 | 320 | 366 | 6737 | 6170 |
| King's . . . . . | 1335 | 7 | 4135 | 3629 | 88 | 78 | 4223 | 3707 |
| Queen's . . . . . | 1520 | 5 | 2586 | 2068 | 36 | 51 | 2622 | 2119 |
| Sunbury . . . . . | — | 4 | 1727 | 1441 | 32 | 27 | 1759 | 1468 |
| Charlotte . . . . . | — | 9 | 4939 | 4275 | 39 | 24 | 4978 | 4299 |
| Westmoreland . . . . | 2120 | 8 | 4841 | 4383 | 41 | 38 | 4882 | 4421 |
| Northumberland . . . | 4500 | 7 | 8464 | 6090 | 19 | 13 | 8483 | 6103 |
| Kent * . . . . . | 1804 | 6 | | | | | | |
| Gloucester * . . . . | 3991 | 5 | | | | | | |
| Total . . . | | | 38764 | 32636 | 749 | 774 | 39513 | 33430 |
| | | | | | | | 72913 | |

* The number of Inhabitants in Kent and Gloucester is included in Northumberland.

| | EMIGRANTS, 1832. | | |
|---|---|---|---|
| | Adults. | Under 14. | Under 7. |
| At St. John's, from Great Britain . . | 735 | 165 | 165 |
| ... Ireland . . . . | 4628 | 462 | 774 |
| Total . . . | 5363 | 627 | 939 |

Equal to . . 5,989 } Full Passengers
At Miramichi . . 270 } from Ireland.

Total . . 6,259

## A census by parishes gives the following detail :—

| Counties. | Parishes. | 1824. | 1834. |
|---|---|---|---|
| York. | Kent | 2297 | |
| | Wakefield | 1010 | |
| | Woodstock | 816 | |
| | Northampton | 568 | |
| | Prince William | 545 | |
| | Queensborough | 716 | |
| | King's Lear | 832 | |
| | Fredericton | 1849 | |
| | Douglas | 1367 | |
| | St. Mary's | 972 | |
| | Total | 10972 | |
| Northumberland. | Beresford | 1086 | |
| | Northesk | 1443 | |
| | Saumarez | 2777 | |
| | Newcastle | 1657 | |
| | Alnwick | 618 | |
| | Ludlow | 1308 | |
| | Chatham | 1452 | |
| | Glenel | 836 | |
| | Nelson | 1132 | |
| | Carlton | 1965 | |
| | Wellington | 1555 | |
| | Total | 15829 | |
| Charlotte. | St. James's | 453 | |
| | St. David's | 1005 | |
| | St. Stephen's | 1673 | |
| | St. Andrew's | 2263 | |
| | St. Patrick's | 792 | |
| | St. George's | 1443 | |
| | Penfield | 558 | |
| | Campo Bello Island | 509 | |
| | Grand Manan ditto | 598 | |
| | West Isles | ... | |
| | Total | 9267 | |

| Counties. | Parishes. | 1824. | 1834. |
|---|---|---|---|
| Sunbury. | Lincoln | 670 | |
| | Burton | 1338 | |
| | Mogerwille | 484 | |
| | Sheffield | 735 | |
| | Total | 3227 | |
| Queen's.* | Gage Town | 606 | |
| | Hamstead | 723 | |
| | Wat rborough | 2023 | |
| | Wickham | 1100 | |
| | Brunswick | 289 | |
| | Total | 4741 | |
| King's.* | Westfield | 713 | |
| | Greenwich | 744 | |
| | Kingston | 1655 | |
| | Springfield | 924 | |
| | Norton | 502 | |
| | Hampton | 1559 | |
| | Sussex | 1833 | |
| | Total | 7930 | |
| St. John's. | Lancaster | 793 | |
| | Portland | 3043 | |
| | St. Martin's | 583 | |
| | City of St. John | 8488 | |
| | Total | 12907 | |
| Westmoreland. | Salisbury | 686 | |
| | Monk Town | 345 | |
| | Hillsborough | 1152 | |
| | Hopewell | 1005 | |
| | Dorchester | 2737 | |
| | Sackville | 1744 | |
| | Westmoreland | 883 | |
| | Botsford | 774 | |
| | Total | 9303 | |
| | Grand Total | 74176 | |

* Queen's County has an area of 1520 square miles; King's, 1335.

The estimate in round numbers is, at present, about 100,000, which I hope, in a future edition, to be able to give a detailed account of [1].

In person the inhabitants of New Brunswick are generally tall, well-proportioned, and athletic; those born in the province excelling in stature the Europeans from whom they are descended. A spirit of enterprise and manly exertion characterizes them; their loyalty springs from good feeling; and their freedom of deportment is attractive, rather than repulsive, as in some parts of the United States.

Form of Government.—The constitution of New Brunswick is assimilated to that of the other North American colonies, differing thus far from that of Upper or Lower Canada, that the Lieutenant Governor's executive council of twelve have also a legislative capacity; a union which a part of the colonists are strongly opposed to.

The House of Assembly contains twenty-eight members, thus contributed:—City of St. John two, county of ditto, four; counties, Charlotte four, King's two, York four, Westmoreland four, Queen's and Sunbury, two each; Kent one, Northumberland two, and Gloucester one. The provincial parliament sits for about two months during the winter at Fredericton, and is regulated in its proceedings after the manner described in the preceding chapters.

[1] The number of emigrants which arrived at St. John's from the 24th June to the 26th July, was 1,144; viz. 893 adults—87 between 7 and 14 years of age, and 164 under 7 years.

MILITARY DEFENCE.—The militia of the province consists of upwards of 12,000 men, distributed in regiments as follows:—1. York county, five battalions; 2. St. John's city, two battalions; 3. St. John's county, two battalions; 4. Sunbury county, four battalions; 5. Westmoreland county, four battalions; 6. Northumberland county, two battalions; 7. Gloucester county, two battalions; 8. Kent county, two battalions; 9. King's county, 3 battalions (with cavalry attached); 10. Queen's county, two battalions; making a total of ten regiments, and twenty-nine battalions. *Each battalion* has a lieutenant-colonel-major, 11 to 15 captains, 15 to 17 lieutenants, 10 to 16 ensigns, and a paymaster, adjutant, quarter-master, and surgeon. The laws are administered by a Supreme Court, and minor tribunals. The former has a chief justice and three puisne judges. There are also Courts of Chancery, Vice Admiralty, and for granting probates of wills, &c. The number of barristers and attorneys practising in the province are—fifteen at Fredericton, nineteen at St. John's, and thirty-seven at other stations. There are fifty public notaries.

FINANCE.—*Taxation.*—The revenue of New Brunswick is principally derived from duties levied on the importation of goods at the several ports of the province; thus, in 1832:—

*St. John's.*—Ordinary duties secured on merchandise imported into St. John, 12,245*l.*; ad valorem duties on merchandise of foreign growth or manufacture, 1,114*l.*; ordinary and ad valorem duties on ditto, under Acts 11 Geo. IV. c. 1. and 1 Wm. IV. c. 1., 323*l.*; auction duties paid into the Pro-

vince Treasury at St. John, 689*l.*; sums received by the Province Treasurer at St. John from the Collector and Controller of his Majesty's Customs, on account of duties collected by them under Acts of Imperial Parliament, 3,624*l.*; duties received for the support of the light houses at the entrance of the harbour of St. John for the year 1831, amounting to 1,113*l.*, from which deduct 461*l.*, the amount of warrants paid for their support for the same period, leaving a nett balance of 651*l.*; duties collected at St. John to provide for sick and disabled seamen, for the year 1831, amounting to 620*l.*; sundries, 5*l.*; total gross revenue collected at St. John for the year 1831, 19,273*l.*, from which deduct the amount of drawbacks and discounts for prompt payment paid during the year, 4038*l.*, and the amount paid for the support of the Marine Hospital at St. John for the year 1831, and for the reparation and extension of the building, amounting to 840*l.*—4,878*l.*; nett revenue at St. John, 14,394*l.*; total gross revenue at St. Andrews, 4,555*l.*; nett revenue at ditto, 3,776*l.*; gross revenue at West Isles, 2,557*l.*; nett revenue at ditto, 2,151*l.*; total gross revenue at Miramichi, 6,198*l.*; nett revenue at ditto, 5,974*l.*; revenue at Richibucto for 1831, 793*l.*; ditto at Shediac, 66*l.*; ditto at Dalhousie, 550*l.*; ditto at Bathurst, 68*l.*; ditto at Fredericton, 240*l.*; ditto at Woodstock, 104*l.*; ditto at Sackville, 88*l.*; ditto at Bay Du Verte, 14*l.*; ditto at Ludlow, 42*l.*—total nett revenue in the province for the year 1831, 28,196*l.*[1]

[1] The whole of the export from St. John in 1831 was from the stock imported in 1830, which, added to the fact of there having been an unusually large stock on hand at the close of that year, will in part account for the decrease of the revenue in the ordinary duties.

From 1821 to 1831 the gross revenue has been[1]—

| Years. | Revenue. | | | Expenditure. | | |
|---|---|---|---|---|---|---|
| | Revenue. | Parliamentary Grants. | Total. | Civil. | Military. | Total. |
| | £. | £. | £. | £. | £. | £. |
| 1821 | 31100 | | 31100 | | | 25063 |
| 1822 | 28455 | | 28455 | | | |
| 1823 | 34096 | | 34096 | | | |
| 1824 | 44670 | | 44670 | | | |
| 1825 | 43055 | | 43055 | 39537 | | 39537 |
| 1826 | 34609 | 5100 | 39709 | 59894 | 950 | 60844 |
| 1827 | 61155 | 5100 | 66255 | 40920 | 950 | 41870 |
| 1828 | 31740 | 5100 | 36840 | 42610 | 850 | 43460 |
| 1829 | 33350 | 5100 | 38450 | 41203 | 1250 | 42453 |
| 1830 | 49284 | | 49284 | 42606 | 1587 | 44193 |
| 1831 | 29645 | | 29645 | 26120 | 527 | 26647 |
| 1832 | 68769 | | 68769 | | | |

The following shows the amount of receipts in the Crown Land Office in the year 1831, which is termed the casual revenue, now solely at the disposal of the Crown, and which Mr. Stanley, when Colonial Secretary, offered to surrender to the House of Assembly, for their disposition, provided a permanent civil list, amounting to 10,000*l.* per annum, were granted for the principal officers of the colony.

The grand total revenue of New Brunswick for 1832 was 68,769*l.*

[1] I derive these figures from a manuscript table prepared at the Colonial Office.

| | | |
|---|---|---|
| Tonnage on timber licences . . . . . | | £6044 |
| Office fees on 1,264 timber petitions at 45*s.* (less 20*s.* to Surveyor and Governor), 25*s.* | | 1582 |
| | | £7626 |
| Purchase money for land . . . . . | | 4067 |
| Warrants, searches, &c. . . . . | | 25 |
| | | 11719 |
| From which deduct, | | |
| Expenses of preparing and issuing patents, licences, &c. . . . . | 2750 | |
| Less 20*s.* each on 1,264 petitions to Governor and Secretary . . . . . | 1264 | |
| | ——— | 1486 |
| | | £10233 |

Abstract of the nett revenue of the province for 1833, after deducting drawbacks, &c.

Nett revenue at St. John, 23,801*l.*, St. Andrew's, 2,904*l.*; St. Stephen, 278*l.*; West Isles, 1,552*l.*; Miramichi, 5,384*l.*; Richibucto, 349*l.*; Shediac, 76*l.*; Dalhousie, 888*l.*; Bathurst, 213*l.*; Fredericton, 29*l.*; Woodstock, 147*l.*; Petticodiac, 15*l.*; Bay de Verte, 22*l.*—Total, 35,661*l.*

Expenditure.—The following salaries were paid out of the casual revenue for 1831 :—

Salary of the Commander-in-Chief, 1,500*l.*; Chief Justice, 950*l.*; three Assistant Judges, at 650*l.* each, 1,950*l.*; Attorney General, 150*l.*; Secretary and Clerk of the Council, 250*l.*; Archdeacon, 300*l.*; Presbyterian Clergyman at St. John's, 50*l.*; Agent for Emigrants, 300*l.*; Commissioner of crown lands and Surveyor General, 1,750*l.*; allowance for Clerks to him, 909*l.* annuity to Mr. Lockwood, 150*l.*; donation to King's College, 1,000*l.*; Indians, 60*l.*; government contingencies, 300*l.*—9,619*l.*; add Exchange, 1-9, 1,068*l.*—Currency, 10,687*l.*

Of the warrants, 29,608*l.* paid by the Province Treasurer in 1831, the objects may be classed under the following heads :—

Education.—Parish schools, 3,633*l.*; grammar schools, 500*l.*; college, 1,100*l.* Bounties.—Fishing, 3,094*l.*; grain, 1,165*l.*; destruction of bears, 144*l.*; erection of oat-mills, 175*l.* Roads and Bridges.—Great roads, 3,874*l.*; bye roads and bridges, 3,751*l.* Expenses of the Legislature, 3,813*l.*; militia, 472*l.*; apprehending deserters, 55*l.*; public buildings, 2,856*l.*; packets and couriers, 285*l.*; law expenses, 637*l.*; charitable purposes, 675*l.*; contingencies, 786*l.*; collection and protection of the revenues, 2,093*l.*; miscellaneous, 592*l.*—Total, 29,608*l.*

A good deal of attention is now being paid to the formation of roads and bridges—the following was the distribution of 20,000*l.* in 1832—

Great roads, 10,000*l.* Cross roads.—Halifax, 725*l.*; Colchester, 700*l.*; Pictou, 760*l.*; Cumberland, 650*l.*; Hants, 744*l.*; Kings, 744*l.* Roads in Cape Breton, 2,000*l.*; Sydney, 765*l.*; Annapolis, 775*l.*; Shelburne, 775*l.*; Lunenburg, 712*l.*; Queens, 650*l.*

It will be seen from the foregoing that New Brunswick is another of those valuable sections of the empire that has been *erroneously* represented as a drain on the Home Exchequer. The revenue of the province is adequate to all its reasonable expenditure.

Monetary System [1]. — Accounts are kept in pounds, shillings, and pence; and British coin in general circulation. The paper currency consists of the notes of the Bank of New Brunswick at St. John's, incorporated by Act of Assembly, of which there were in circulation, in 1834, about 45,000*l.*, with a

[1] Weights and measures as in England.

capital of 50,000*l.* Its notes vary from 5*s.* to 20*l.*, and the profits average 10½ per cent. There is another bank at St. Andrew's, with a capital of 15,000*l.*; and another is established for Fredericton, with a similar amount. According to recent accounts the latter has commenced well. The capital stock of the central (Fredericton) bank was all subscribed for in nine days and four hours, exclusive of holydays. The book was opened by the subscription of the Chief Justice, and closed by the Provincial Secretary, and both these gentlemen were ready to increase the number of their shares. After the filling up of the 600 shares, nearly 100 additional shares were applied for, by persons (mostly capitalists, including two of the most wealthy men in this part of the province,) who promised, in the order of priority in which they stood, to supply any deficiency that might occur in the subscriptions for the stock. One of the stockholders was offered a premium of five per cent. for his stock, after the formation of the bank. 475 shares were subscribed for in Fredericton, forty in Kingsclear, and nine in Douglas, making 524 in the county of York. Forty-eight were subscribed in Carleton, four in Sunbury, four in Kent, and twenty in the city of St. John. The whole stock was taken by sixty-five individuals. Had the capital stock been 25,000*l.* instead of 15,000*l.* it could have been easily raised in Fredericton alone. The bank of British North America, which has been carried into execution by one of England's purest patriots and best citizens, William Medley, Esq. of Lombard-street, London, originated in my suggestion, and the first prospectus

was drawn up by me in March, 1836. I have no doubt it will be productive of the most beneficial results.

COMMERCE.—*Shipping.*—The maritime importance of New Brunswick is rising rapidly; whether as regards its trade, or the shipping built in, owned by, or exported from, the province. For the following tables illustrative of its progress, I am indebted to the returns printed by the House of Assembly in the Province,—to Colonial Office manuscripts,—and to the Custom House annual returns, deposited in the Plantation Office, London, — a department which reflects so much credit on Mr. Woodhouse's management.

## SHIPPING OF NEW BRUNSWICK.

| Years. | Inwards from | | | | | | | | Outwards to | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Great Britain. | | British Colonies. | | Foreign States. | | Total Inwards. | | Great Britain. | | British Colonies. | | Foreign States. | | Total Outwards. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1822 | 781 | 193104 | 120 | 19790 | 96 | 9412 | 997 | 222306 | 799 | 197980 | 122 | 19991 | 91 | 8891 | 1102 | 226863 |
| 1823 | ... | ... | ... | ... | ... | ... | 744 | 188906 | ... | ... | ... | ... | ... | ... | 770 | 198742 |
| 1824 | ... | ... | ... | ... | ... | ... | 1070 | 249254 | ... | ... | ... | ... | ... | ... | 1073 | 226120 |
| 1825 | 649 | 187421 | 1051 | 52015 | 146 | 16950 | 1810 | 256376 | 781 | 220499 | 918 | 40786 | 203 | 8371 | 1902 | 279656 |
| 1826 | 578 | 167982 | 1393 | 71383 | 432 | 17892 | 2403 | 257257 | 715 | 208086 | 1191 | 71541 | 830 | 56623 | 2736 | 336250 |
| 1827 | 431 | 125675 | 1214 | 76781 | 309 | 32496 | 1954 | 234952 | 432 | 142433 | 1197 | 81453 | 290 | 29084 | 1919 | 252970 |
| 1828 | 509 | 150505 | 2025 | 124992 | 623 | 44236 | 3157 | 319733 | 612 | 176028 | 1288 | 85065 | 214 | 24922 | 2114 | 286015 |
| 1829 | 477 | 138295 | 1737 | 116374 | 100 | 16934 | 2314 | 271603 | 543 | 152231 | 1883 | 124278 | 285 | 32920 | 2684 | 309429 |
| 1830 | 567 | 168680 | 2052 | 121517 | 1349 | 60977 | 3968 | 351174 | 649 | 190330 | 1911 | 112865 | 513 | 45351 | 3073 | 348546 |
| 1831 | 470 | 141592 | 1435 | 83442 | 1009 | 32222 | 2914 | 257616 | 540 | 160063 | 1438 | 85090 | 386 | 21481 | 2367 | 266634 |
| 1832 | 470 | 144052 | 1984 | 115775 | 1363 | 80619 | | | 555 | 163652 | 1899 | 106445 | 513 | 44349 | | |
| 1833 | 559 | 163940 | 1363 | 86458 | 1077 | 62819 | | | 647 | 189797 | 1396 | 96261 | 728 | 28120 | | |
| 1834 | 452 | 129089 | 1615 | 105775 | 835 | 70065 | | | 613 | 183131 | 1365 | 102592 | 627 | 30491 | | |

## SHIPPING AT PORT ST. JOHN'S FOR 1832, 1833, & 1834.

| | Ending Jan. 1832. | | | | | | Ending Jan. 1833. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inwards. | | | Outwards. | | | Inwards. | | | Outwards. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| United Kingdom, &c. . . . | 426 | 129003 | 5868 | 482 | 143951 | 6453 | 473 | 138583 | 6299 | 556 | 162842 | 7186 |
| British West Indies . . . . | 39 | 6819 | 308 | 64 | 10869 | 512 | 52 | 7502 | 368 | 64 | 10119 | 484 |
| Ditto North America . . . | 1104 | 55046 | 3373 | 1029 | 45570 | 2728 | 1039 | 56925 | 3670 | 935 | 48636 | 3094 |
| United States { Brit. vessels | 106 | 9267 | 448 | 98 | 8664 | 407 | 220 | 26702 | 1341 | 171 | 13954 | 711 |
| United States { Foreign ditto | 30 | 3383 | 165 | 30 | 3383 | 165 | 28 | 3346 | 177 | 28 | 3446 | 171 |
| British Possessions in Africa. | 2 | 283 | 14 | 4 | 542 | 29 | 3 | 496 | 26 | 3 | 551 | 24 |
| Other Countries . . . . . | 1 | 106 | 8 | 3 | 354 | 25 | 3 | 856 | 41 | ... | ... | ... |
| Total . . . | 1708 | 203907 | 10184 | 1710 | 212734 | 10319 | 1818 | 234510 | 11922 | 1758 | 239732 | 11683 |
| In the year 1834 . . . | | | | | | | 2026 | 237039 | 11989 | 1943 | 245272 | 12075 |

St. Andrew's, the second port of entry in the province, furnishes the following Custom House return for the years ending

| | 5th Jan. 1833. | | | | | | 5th Jan. 1834. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inwards. | | | Outwards. | | | Inwards. | | | Outwards. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| United Kingdom . . . . . | 86 | 24358 | 138 | 91 | 26955 | 1177 | 59 | 15370 | 578 | 102 | 29729 | 1269 |
| British West Indies, including Demarara, Berbice, and Bermuda . . . . . | 62 | 11351 | 531 | 135 | 25408 | 1228 | 55 | 11476 | 525 | 95 | 19270 | 907 |
| British North America, including Newfoundland . | 208 | 10179 | 676 | 259 | 11547 | 839 | 233 | 12236 | 728 | 240 | 11197 | 677 |
| Fishing Voyages . . . . . | — | — | — | — | — | — | 6 | 614 | 51 | 12 | 1093 | 100 |
| British Vessels . . . . . | 1 | 204 | 9 | — | — | — | 1 | 209 | 9 | — | — | — |
| United States British vessels | 430 | 26332 | 1442 | 260 | 9241 | 605 | 305 | 25179 | 1303 | 200 | 7115 | 470 |
| Foreign Vessels . . . . . | 32 | 2286 | 167 | 32 | 296 | 181 | 25 | 1909 | 118 | 21 | 1612 | 98 |
| Foreign West Indies . . . | — | — | — | — | — | — | — | — | — | 1 | 152 | 7 |
| U. States British open boats . | 222 | 885 | 331 | 169 | 726 | 278 | 139 | 608 | 266 | 139 | 608 | 266 |
| Foreign open ditto . . . . | 70 | 288 | 108 | 67 | 273 | 105 | 53 | 252 | 106 | 53 | 252 | 106 |
| Total . . . | 1111 | 75883 | 4402 | 1013 | 76446 | 4413 | 876 | 67853 | 3684 | 863 | 71028 | 3900 |

The following is a return of the vessels registered at St. Andrew's in the year 1833, as compared with a similar return for 1832 :—

| | | | |
|---|---|---|---|
| Square rigged . | 34 | 8040 tons | 383 men. |
| Craft . . . . | 90 | 3023 do. | 219 do. |
| Total | 124 | 11063 | 602 |
| In 1832 . . . | 110 | 8817 | 525 |
| Increase, 1833 . | 14 | 2246 | 77 |

In 1830 there were forty ships, comprising 8718 tons ; built in the province, in 1831, 48 tons, 7649.

A considerable whale fishery is now commencing by the province: from St. John's there are seven vessels, averaging 400 tons burthen, each of which proceed to the Pacific and Eastern Ocean for seals, sperm, and black whale oil.

The number of vessels registered at New Brunswick, in the year ending January, 1833, was—two ships, tons, 889 ; eleven barques, tons, 5492 ; fifteen brigs, tons, 2791 ; four brigantines, tons, 477 ; one steam-boat, tons, 74 ; twenty-two schooners, tons, 1739.—Total tons, 11,465, of which fifty vessels of 10,404 tons were registered at St. John's, and five vessels, comprising 1061 tons at Miramichi.

The shipping registered at St John's, New Brunswick, subsequent to January, 1824, and also those actually in existence the 31st December, 1832, were —five ships, tons, 2196 ; twenty-four barques, tons, 10,386 ; sixty-one brigs, tons, 12,745 ; eight brigantines, tons, 1026 ; four steam-vessels, tons, 522 ; 157 schooners, tons, 7763 ; fourteen sloops, tons, 691 ; seventy wood boats, tons, 572—total at St.

John's, 343 vessels, measuring tons, 41,114, and navigated by 1882 men; ditto at Miramichi, thirty-nine vessels, tons, 270; men, 196.—Grand total, vessels, 382; tons, 43,822; men, 2708. At St. Andrew's, in January, 1832, it consisted of six ships and barques, tons, 1840; sixteen brigs, tons, 4416; seventy-four schooners, tons, 2219;—total, 96; tons, 7465. To these have subsequently been added about twelve square-rigged vessels.

Coasting and fishing trade for 1832 and 1833—

| Years. | Coasting. | | | Fishing. | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | For bounty. | | | Not for bounty. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| 1832 | 600 | 33646 | 1436 | 28 | 1286 | 720 | 38 | 1386 | 120 |
| 1833 | 550 | 34780 | 1628 | 35 | 1615 | 240 | 28 | 1048 | 115 |

*Value of trade.*—The following official table I derived from the manuscripts furnished by the Colonial Office to the Board of Trade.

| Years. | Imports (valued in sterling money). | | | | Exports (valued in sterling money). | | | |
|---|---|---|---|---|---|---|---|---|
| | From Great Britain. | From British Colonies | From Foreign States. | Total value of Imports | To Great Britain. | To British Colonies | To Foreign States. | Total value of Exports. |
| | £. | £. | £. | £. | £. | £. | £. | £. |
| 1822 | 136432 | 75612 | 54484 | 266528 | 200873 | 54805 | 16499 | 272177 |
| 1823 | ... | ... | ... | 303228 | ... | ... | ... | 287202 |
| 1824 | ... | ... | ... | 514557 | ... | ... | ... | 462043 |
| 1825 | 440951 | 182278 | 74586 | 694815 | 439484 | 44916 | 17580 | 501944 |
| 1826 | 300275 | 176002 | 68095 | 544372 | 330289 | 126272 | 35695 | 492258 |
| 1828 | 295256 | 222923 | 222923 | 643311 | 244753 | 188963 | 24138 | 457133 |
| 1829 | 291590 | 211675 | 211675 | 638076 | 271238 | 215324 | 27657 | 514219 |
| 1830 | 285871 | 260160 | 260160 | 693561 | 335132 | 204162 | 34013 | 570307 |
| 1331 | 301729 | 224665 | 224665 | 603870 | 266247 | 139404 | 21667 | 427318 |

Trade of New Brunswick, year ending January, 1833—

| Imports in value. | | Exports in value. | |
|---|---|---|---|
| From, and the produce of the United Kingdom . . | 291293 | To ditto . | £285671 |
| From B. possessions in Africa | 6056 | To ditto . | 5528 |
| From ditto in N. America . | 149810 | To ditto . | 61441 |
| From British West Indies . | 51649 | To ditto . | 38168 |
| From United States . . . | 86464 | To ditto . | 20764 |
| From St. Domingo . . . | 5216 | | |
| Total Imports | £590488 | Do. Exports | £411572 |

The principal articles of export for a series of years.

| Years. | Masts and Spars. | Timber. | Dried, Pickled, & Smoked Fish. | Years. | Masts and Spars. | Timber. | Dried, Pickled, & Smoked Fish. |
|---|---|---|---|---|---|---|---|
| | No. | Tons. | Value. | | No. | Tons. | Value. |
| 1822 | 7709 | 247149 | £1827 | 1829 | 5772 | 190645 | £27415 |
| 1823 | 4609 | 239406 | | 1830 | 4304 | 232748 | 26370 |
| 1825 | 3008 | 388595 | 21208 | 1831 | 2520 | 187166 | 29980 |
| 1826 | 6857 | 299265 | 21576 | 1832 | | | |
| 1828 | 5931 | 232412 | 19690 | 1833 | | | |

As values are extremely deceptive, I give the annexed account of the *quantities* of exports from the capital of New Brunswick, which, it will be remembered, comprises only a part of the trade of the whole province. The data are from returns to the House of Assembly, 1834.

The whole trade of the province for eight years is shown in the following Custom House returns :—

NEW BRUNSWICK EXPORTS FOR THE FOLLOWING YEARS, ENDING JANUARY 5TH.

| Articles. | | 1828 | 1829 | 1830 | 1831 | 1832 | 1833 | 1834 |
|---|---|---|---|---|---|---|---|---|
| Square Timber | tons | 194688 | 238666 | 190162 | 232515 | 186913 | 208227 | 184747 |
| Deals and Boards | sup. feet | 17330 | 18321 | 17018 | 19205 | 21782 | 30962 | 36811 |
| Shingles | Mds. | 3263 | 4675 | 3182 | 3036 | 3414 | 5090¾ | 5856 |
| Staves | pieces | 708* | 792* | 452000 | 505277 | 302367 | 289581¼ | 486000 |
| Masts and Spars | No. | 6076 | 4930 | 5579 | 4222 | 2920 | 4170 | 4292 |
| Smallpoles | do. | 2563 | 2435 | 2932 | 2882 | 3343 | 5305 | 3105 |
| Handspikes | do. | 1819 | 4215 | 1783 | 2333 | 1159 | 1564 | 1140 |
| Oars | do. | 3744 | 6833 | 8385 | 7508 | 5524 | 5465 | 8564 |
| Lathwood | cords | 3310 | 4278 | 3436 | 4717 | 3750 | 3862 | 3066 |
| Treenails | No. | 84 | 153 | 4000 | 900 | 4800 | 39090 | 14000 |
| Oats | bushels | 948 | 1693 | 741 | 170 | 820 | 60 | 44 |
| Gypsum | tons | 3222 | 3260 | 1109 | 1784 | 2586 | 3176 | 2124 |
| Grindstones | do. | 2852 | 4061 | 11826 | 14437 | 10748 | 11835 | 1305 |
| Lime | hds. | 870 | 611 | 1276 | 555 | 328 | 319 | 491 |
| Butter and Cheese | lbs. | 15102 | 11511 | 8629 | 12533 | 21943 | 12978 | 18802 |
| Potatoes | bushels | 1410 | 2883 | 7257 | 3780 | 2719 | 819 | 2852 |
| Furs † | | — | — | — | — | — | — | — |
| Coals | chaldrons | 66 | 133 | 70 | — | 3 | 138 | 687 |
| Horns (Cattle) | No. | — | 7100 | 3526 | 6420 | 3037 | 11716 | 11789 |
| Limestone | tons | — | — | — | — | 115 | 598 | 640 |
| Bricks | No. | — | — | — | — | 290000 | 42250 | 90000 |
| Ashes, Pot | cwts. | — | — | — | — | — | — | 100000 |
| Ditto, Pearl | do. | — | — | — | — | — | — | 161½ |
| Salmon, salted | barrels | 504 | 295 | 1139 | 1776 | 1199 | 692 | 652 |
| Ditto, ditto | kits | 2692 | 1725 | 2721 | 2635 | 2597 | 2947 | 2151 |
| Ditto, smoked | No. | 2655 | 2531 | 5795 | 5350 | 4812 | 4897 | 3708 |
| Mackarel, salted | barrels | 2739 | 2362 | 1991 | 2013 | 1990 | 1498 | 1690 |
| Chad, ditto | do. | 80 | 23 | 16 | 3 | 50 | 291 | 74 |
| Cod, ditto | do. | 4 | 25 | 199 | 93 | 171 | 22 | — |
| Ditto, dried | quintals | 18414 | 16651 | 16907 | 18442 | 17865 | 18502 | 20224 |
| Ditto fish tongues, salted, | kits | 37 | 65 | 96 | 103 | 20 | 2 | — |
| Herrings, ditto | barrels | 7596 | 9282 | 12409 | 11985 | 22917 | 18235 | 22505 |
| Ditto, smoked | boxes | 7401 | 4946 | 5180 | 3286 | 9138 | 14167 | 10292 |
| Oysters | bushels | — | — | 2250 | 660 | 444 | 4510 | 1835 |
| Other fish, salted | barrels | 876 | 7 | 19 | 4 | 4 | 73 | 16 |
| Fish Oil | gallons | 5079 | 3010 | 2196 | 9202 | 6618 | 6695 | 40976 |
| Whalebone | cwts. | — | — | — | — | — | — | 60 |
| Manganese | ditto | — | — | — | 137 | 50 | — | — |
| Flax Seed | ditto | — | — | — | 196 | — | — | — |

* Marked mds. in the manuscript, and signifying thousands.

† I have omitted furs, as the denomination of their quantity varies.

ST. ANDREW'S, NEW BRUNSWICK.—EXPORTS, YEAR ENDING JANUARY 5TH.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Other fish, salted | barrels | 870 | — | — | — | — | — | — |
| Fish Oil | gallons | 5079 | 3010 | 2196 | 9202 | 6618 | 6695 | 40976 |
| Whalebone | cwts. | — | — | — | — | — | — | 60 |
| Manganese | ditto | — | — | — | 137 | 50 | — | — |
| Flax Seed | ditto | — | — | — | 196 | — | — | — |

* Marked mds. in the manuscript, and signifying thousands.

‡ I have omitted furs, as the denomination of their quantity varies.

ST. ANDREW'S, NEW BRUNSWICK.—EXPORTS, YEAR ENDING JANUARY 5TH.

| | | 1828 | 1829 | 1830 | 1831 | 1832 | 1833 | 1834 |
|---|---|---|---|---|---|---|---|---|
| Pine & Hardwood timber, | tons | 15485 | 14200 | 25137 | 25700 | 16942 | 29607 | 20474 |
| Deals | feet | 924000 | 769531 | 1240500 | 1722700 | 3804000 | 6544745 | 12797265 |
| Boards and planks | do. | 1148300 | 869922 | 19763200 | 13873500 | 11753500 | 17278334 | 13794444 |
| Lathwood | cords | 408 | 312 | 619 | 589 | 840 | 840 | 598 |
| Spars | No. | 1565 | 1750 | 3251 | 1334 | 3122 | 3302 | 2353 |
| Small poles | do. | 11100 | 16800 | 3352 | 2192 | | | |
| Oars and rafters | feet | — | — | — | 9955 | 13032 | 13800 | 5600 |
| Shingles | No. | 3597000 | 2093000 | 9445470 | 11023500 | 7126000 | 7834218 | 9841759 |
| Staves | do. | 53400 | 139300 | 1685200 | 1420000 | 177750 | 228179 | 383145 |
| Hoops | do. | — | — | — | 2000 | 250 | — | — |
| Clapboards | do. | 54000 | 60000 | — | — | — | — | — |
| Fish Dried | quintals | 7192 | 7590 | 9363 | 9383 | 6400 | 7754 | 9122 |
| Fish Pickled | barrels | 2671 | 1638 | 4823 | 4307 | 4200 | 3771 | 2499 |
| Fish Smoked | boxes | 1650 | 1766 | 1091 | 1666 | 8879 | 4486 | 10432 |
| Fish Oil | casks | 14 | 36 | 76 | 100 | 66 | 1950 | 52701 |
| Butter and cheese | | 87 | 98 | 136 | 148 | — | — | — |
| Soap | boxes | 100 | 30 | — | — | — | — | — |
| Apples | barrels | 220 | 270 | — | — | — | — | — |
| Potatoes | bushels | 3500 | 4200 | 4000 | 2300 | 1573 | 1768 | 1300 |
| Hay | tons | 100 | 150 | 420 | 324 | 31 | 44 | nil. |
| Oats | bushels | 400 | 470 | 305 | 286 | 445 | — | — |
| Live stock | head | 252 | 308 | 609 | 1286 | 1954 | 5 | 21 |
| Gin | barrels | 230 | 115 | — | — | — | — | — |
| Bricks | No. | 13000 | 85000 | 40000 | 86500 | 24750 | — | — |
| Gypsum | tons | 18000 | 17632 | 18211 | 28736 | 1954 | 915 | 614 |
| Limestone | do. | — | — | — | 358 | | | |
| Grindstone | No. | — | — | — | 2457 | 950 | — | — |
| Ship knees | No. | — | — | 48 | 37 | 43 | — | — |
| Hides, raw | No. | — | — | — | 208 | 229 | — | — |
| Paper | cwts. | — | — | 128 | 200 | 100 | — | — |
| Biscuit | barrels | — | — | — | 100 | 69 | — | — |
| Beef and pork | do. | — | — | — | 199 | 6 | 20 | 6 |
| Values in sterling £... | | | | | | | 108287 | 119566 |

STAPLE PRODUCE.—It will be evident from the foregoing statement, that the staples of the province are timber and fish, agriculture being yet in its infancy. According to a calculation made in 1833, the value of saw-mills and mill property in New Brunswick, was—

| COUNTIES. | Establishments for sawing Deal. | Estimated value of all Mills, including all improvements—say Privilege, Site, Sluices, Land, Dams, and Piers. | Estimated quantity of Lumber sawed at the Mills during the year. | Estimated value of Lumber, when sawed, and carried to places of shipment. | Number of Men employed logging, sawing, and bringing to places of shipment. |
|---|---|---|---|---|---|
| | | £. | Feet. | £. | |
| St. John's County . . | 29 | 31,700 | 11,305,690 | 28,262 | 320 |
| King's ditto . . . | 30 | 14,800 | 3,905,000 | 9,785 | 287 |
| Gloucester ditto . . | 7 | 15,500 | 2,920,000 | 6,050 | 105 |
| Westmoreland ditto . | 53 | 18,530 | 8,805,000 | 22,012 | 324 |
| Kent ditto . . . | 10 | 6,950 | 2,650,000 | 6,575 | 84 |
| Northumberland do. . | 15 | 44,350 | 15,600,000 | 39,800 | 800 |
| Sunbury ditto . . . | 7 | 8,500 | 4,500,000 | 11,250 | 103 |
| Queen's ditto . . . | 6 | 9,200 | 6,200,000 | 15,500 | 118 |
| Charlotte ditto . . . | 42 | 64,500 | 38,955,000 | 99,475 | 1357 |
| York ditto . . . . | 29 | 18,000 | 9,000,000 | 22,500 | 300 |
| Grand Total... | 228 | 232,030 | 103,840,000 | 261,210 | 3792 |

Of agricultural stock, the number of horses are estimated at 12,000; of horned cattle, 87,000; of hogs, 65; of sheep, 105,000; while the number of acres of land under cultivation is about half a million. It is proposed to remit all quit-rents due previous to the midsummer of 1831, but which had not been claimed. A commutation is then offered by the Crown, at sixteen years' purchase, to all persons who may redeem them before midsummer 1834: to those who may redeem after that period, and anterior to 1836, a commutation of eighteen years was offered, and twenty years' purchase to all who might redeem subsequently to that period, with the option of purchasing the quit-rents unredeemed, after the manner in which the land tax is redeeming in England. Heretofore grain and provisions have been imported; but it is to be hoped that New Brunswick is now become an exporting country for the necessaries of life. One of the finest grains in the colony is termed "tea wheat," and derives its name from its origin being a few grains of that valuable gramina found in a corner of a tea chest received from China. And it is but justice to add, that the recent improvement in the agriculture and cattle of the colony is mainly owing to the exertions of Sir Howard Douglas, the late able Lieutenant-Governor of the province.

## NATURE and VALUE of PROPERTY annually created in New Brunswick, and, if not consumed, converted into Moveable or Immoveable Property[1]:—

| | |
|---|---|
| Animal food for 100,000 mouths, at 200 lbs. each per annum, at 4*d.* per pound | £333,333 |
| Fish for 100,000 mouths, at 150 lbs. each per annum, at 1½*d.* per pound | 93,750 |
| Bread and other vegetable for 100,000 mouths, at 3*d.* per day for each | 456,250 |
| Butter, milk, cheese, and eggs, for 100,000 mouths, at 1*d.* per day for each | 152,083 |
| Luxuries—viz. wines, spirits, ale, tea, coffee, sugar, &c. for 100,000 mouths, at 3*d.* each per day | 456,250 |
| Food for horses, cows, &c. 300,000, at 1*l.* each | 300,000 |
| Clothes and furniture worn out for 100,000 mouths, at 1*l.* each | 300,000 |
| Domestic manufactures, &c. annually produced | 300,000 |
| Income from business, or profits on professions | 1,000,000 |
| Waste by fire, loss, bad seasons, &c. | 50,000 |
| Total annual production of property | £3,441,666 |

### VALUE OF MOVEABLE PROPERTY.

| | |
|---|---|
| Horses, 12,000 at 10*l.* each | £120,000 |
| Horned Cattle, 90,000, at 5*l.* each | 450,000 |
| Sheep, 120,000, at 1*l.* each | 120,000 |
| Swine, 80,000, at 1*l.* each | 80,000 |
| Poultry | 75,000 |
| House furniture, &c. | 1,000,000 |
| Clothing and equipage | 300,000 |
| Machinery and farming implements, &c. | 500,000 |
| Bullion and Coin | 30,000 |
| Ships, boats, timber, and other merchandise | 2,500,000 |
| Total moveable property | £5,175,000 |

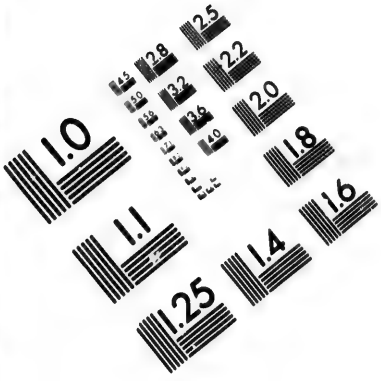
[1] The absence of statistics for this Colony has prevented me rendering this table with as near approximation of truth as is observable in the other Colonies.

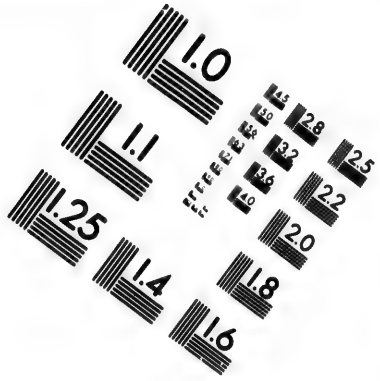
VALUE OF IMMOVEABLE PROPERTY.

| | |
|---|---|
| Houses, 20,000, at 10*l.* each ..... | £200,000 |
| Saw and grist mills, &c. ..... | 250,000 |
| Arable land, 500,000 acres, at 5*l.* per acre ..... | 2,500,000 |
| Land occupied, but untilled, 3,000,000 acres, at 1*l.* per acre ..... | 3,000,000 |
| Land not granted, 13,000,000 acres, at 5*s.* per acre | 3,250,000 |
| Roads, canals, dy[illegible] bridges, wharfs, &c. ..... | 1,000,000 |
| Forts, gaols, ch[illegible] barracks, &c. ..... | 500,000 |
| Manufactories [illegible]ries, &c. ..... | 800,000 |
| Total im[illegible]veable property ..... | £11,500,000 |
| Total moveable and immoveable ..... | £16,575,000 |

New roads are making in every direction: the most important highway is that which runs from Halifax, in Nova Scotia, to Quebec, and which traverses New Brunswick diagonally from the city of St. John, and nearly parallel to the river on the west side, and which is passable for carriages to fourteen miles above Fredericton. The following are the distances:—from Quebec to Halifax, through New Brunswick, from Point Levi to the Portage, 110 miles; across the Portage to Lake Timiscovata, 36 miles; to the Forks of Madawaska, 40 miles; to the Great Falls, 40 miles; to Fredericton, 124 miles; to St. John's, New Brunswick, 79 miles; to Halifax, Nova Scotia, 89½ miles.

RELIGION, EDUCATION, AND THE PRESS.—The reader will, I fear, be prepared for a paucity of information on these interesting heads, when observing

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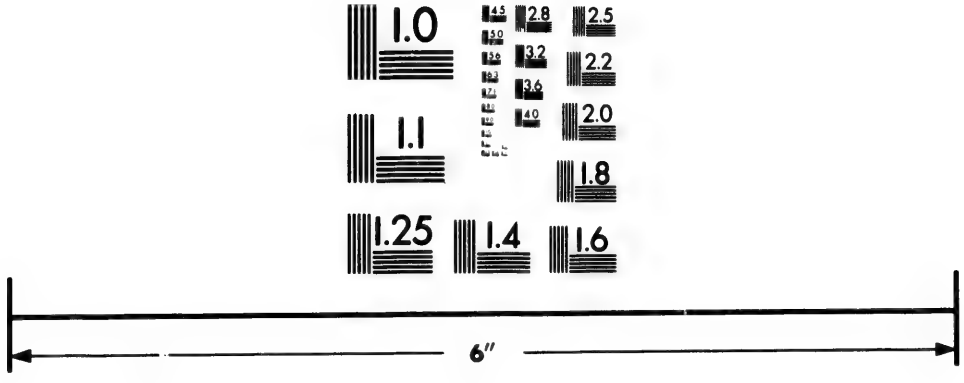

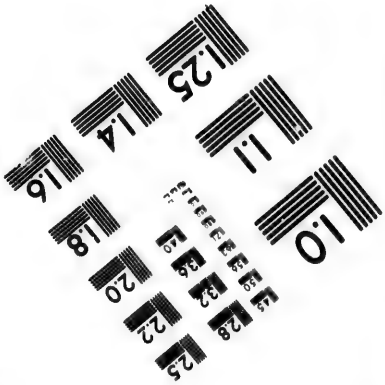


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the meagre attention which has been paid to other more ostensibly, but less intrinsically, valuable subjects.

*Religion.*—The Established Church is within the diocese of the Bishop of Nova Scotia, and under the government of an archdeacon with twenty-six clergymen (there are twenty-six churches), to whose support the Society for Propagating Christian Knowledge largely contribute. Of the Established Church of Scotland there are five pastors; of the Romish Church, a bishop and twelve priests; of the Presbyterian Church of Nova Scotia, three; of the Wesleyan Missionaries, fifteen; and of the Baptists, sixteen. The proportion of the religious persuasion to each is not known.

*Education.*—In New Brunswick, as in our other colonies, the schoolmaster is now abroad; grammar schools, partly supported by legislative aid, are in active operation in several districts, and an excellent college has been established under the paternal auspices of Sir Howard Douglas at Fredericton, termed *King's College:* 6,000 acres of contiguous excellent land are appropriated for the use of this noble institution, which has the power of allowing the matriculation of students, without subscribing to the thirty-nine articles, except on taking degrees in divinity for the Church of England. Schools on the Madras system are established in every parish, with a legislative allowance of 20*l.* each; they are under the superintendance of the Governor and Board of Trustees. There are also grammar schools in each county, with upwards of 200 pupils. Several

excellent private seminaries exist in different parts of the province.

*Press.*—Of newspapers there are about eight, viz. four newspapers in St. John—*Courier*, *Observer*, *City Gazette*, and *Colonist*. One at St. Andrews—*Herald*. Two at Fredericton—*Royal Gazette* and *Watchman*. One at Miramichi—*Gleaner*.

Social State.—New Brunswick is one of the most thriving and most peaceable of our North American colonies; although it may be said to be but of yesterday, compared with Lower Canada or Nova Scotia. The strides which it has made in social wealth and happiness are exceedingly great: it is on this account that I feel more grievously the almost total absence of statistical information. The province contains upwards of 17,000,000 acres: of this about 3,000,000 acres are granted. We may therefore estimate 10,000,000 acres of good land in the province untilled and ungranted; a fact sufficient of itself to show the advantages which New Brunswick offers to the industrious and skilful emigrant: and I have no doubt the New Brunswick Land Company will materially aid in developing the numerous resources of this valuable section of the British empire.

# BOOK IV.

## PRINCE EDWARD'S ISLAND.

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### CHAPTER I.

GEOGRAPHICAL POSITION, AREA, AND HISTORY, ETC.

Prince Edward's Island (formerly called St. John's) is situated in a kind of recess or bay of the Gulf of St. Lawrence, between the parallels of 46° and 47° 10′ north latitude, and of the meridians 62° and 65° west of Greenwich, bounded on the west and south by New Brunswick and Nova Scotia, from which it is separated by Northumberland Strait (the breadth across the strait between Traverse and Cape Tormentine is only nine miles); on the east by Cape Breton Isle, from which it is distant twenty-seven miles; and on the north by the Gulf of St. Lawrence and Magdalen Islands. In length Prince Edward's Island is about 140 miles on a line through the centre of the territory; in its greatest breadth 34 (in some places not more than 15 miles), with an area of 1,360,000 acres, or 2134 square miles, most

favourably situate for commerce, agriculture, or fisheries.

Charlotte town, the capital of Prince Edward's Island, is distant from the Land's End in England 2280 miles; from St. John's, Newfoundland, 550; from St. John's, New Brunswick, by sea 360 (across Nova Scotia); from Halifax, by the Gut of Canso, 240; (by Pictou 140 miles), from Pictou, 40; from Miramichi, 120; from Quebec, 580; and from Cape Ray, the nearest point of Newfoundland, 125 miles.

GENERAL HISTORY.—This island was discovered by Cabot, on the 24th June, 1497, being the first land seen after his departure from Newfoundland. It was named by this celebrated navigator St. John; and not being formally claimed or settled by England, the French seized upon it as a part of the territory of New France, or Canada; and, in 1663, leased or granted it, together with the Magdalen, Bird, and Biron Islands, to the Sieur Doublett, a captain in the French navy, to be held as a feudal tenure of the company of Miscou.

The island remained as a fishing station to the Sieur and his associates (two fishing companies), until after the treaty of Utrecht in 1715, when it began to be colonized; and in 1758 there was said to have been 10,000 settlers; but this is doubtful, as the French Supreme Government at Quebec discouraged colonization everywhere, except around the strong fortifications which they had erected in various parts of their North American dominions. When the English possessed themselves of Nova Scotia, many French settlers took refuge here, or

located themselves for the purpose of fitting out privateers against the English.

In 1758, on the capitulation of Louisbourg, Prince Edward's Island, which had formed the granary of that fortress, was taken possession of by the English, when a considerable number of English scalps were found hung up in the French Governor's house, the island having been for the two preceding years the head-quarters of the Mic Mac Indians.

At the conclusion of the peace in 1763, on the arrangement of the conquests made from France, this island, together with Cape Breton Isle, were annexed to the government of Nova Scotia. A great number of the Acadian French on the island were still so hostile to the English, that they were included in the order to remove those of Nova Scotia. A large number were in consequence shipped off to the neighbouring continent, to the southern colonies, and to France; in which latter place they were ill received, and upbraided for their continual hostilities, which had led to the total extinction of the French dominion in North America. Prince Edward's island was included in the general survey of the British empire in America in 1764, and which the commencement of the first American war put a stop to on the continent. The survey of the island being completed in 1766, various schemes for its cultivation and settlement were proposed: amongst others, the Earl of Egmont, then first Lord of the Admiralty, proposed settling it on a feudal plan (his Lordship being lord paramount), with a certain number of baronies to be held of him; each baron to erect a

castle or strong hold, to maintain so many men at arms, and, with their under tenants, to perform suit and service, according to the custom of the ancient feudal tenures of Europe. Upon the rejection of the Earl of Egmont's impracticable scheme, it was determined to grant the whole island to individuals on certain conditions prescribed by the then Board of Trade and Plantations; but the number of applications being so great, it was thought proper that the different townships should be drawn by way of lottery, which was accordingly done, with the exception of two townships[1]: some tickets being a prize of a whole township; others half, and others a third; many of the fortunate holders being officers of the army and navy, who had served during the preceding war. The conditions of settlement were —twenty-six townships[2] to pay 6*s*. per annum for each 100 acres; twenty-nine ditto to pay 4*s*. for ditto; and eleven townships, 2*s*. for ditto: and the grantees were to settle their lands in the proportion of one settler to each 200 acres, within ten years from the date of their grants, otherwise the same were to be void.

The mandamus to the Governor of Nova Scotia[3], issued for each township, to the holders of the for-

[1] These were Nos. 40 and 59, then partly occupied by a fishing company, with the consent of Government.

[2] Each township contains about 20,000 acres.

[3] Prince Edward's Island was then annexed to the Nova Scotia government, and it was necessary for the government thereof to pass the grants to the holders of the tickets, or to their heirs and assigns.

tunate lottery tickets, under the King's sign manual, bear date for the greater part August, 1767; and thus, with exceptions scarcely worthy of note, the whole island, containing 1,360,000 acres, was given away in one day! Whatever might be the good effect of such an arrangement at the present period, when so many respectable individuals are seeking to better their condition in our colonies, the result in 1768 was any thing but satisfactory or useful to the island: many (says an able witness on this subject in 1806) [1] had never any intention of expending their time or money in settling the island. Some had not the means to undertake what they promised; and most of them merely made use of their interest to obtain what was a saleable commodity. The mandamuses were therefore very soon brought into the market, and at first sold for 1,000*l.* each; but, as the supply soon exceeded the demand, they fell to half that amount; the greater number of those which were sold being also purchased by a few individuals on speculation. With the idea of promoting the settlement of the island, a large majority of the proprietors petitioned the king that the colony should be erected into a separate government from Nova Scotia; and, in order to defray the expense of an establishment, they offered to commence paying the one half of their quit rents on May 1769, which, by the terms of settlement, was only to become pay-

[1] John Stewart, Esq., to whose valuable observations I am indebted for much information, as I am also to his namesakes, Messrs. R. and D. Stewart, of Great Russell-street.

able on Michaelmas day, five years after the date of their respective grants, while the other half was to have been postponed for twenty years. Government, desirous of promoting the settlement of the island, acceded to the proposal. In 1770 a governor and other officers arrived, but the quit rents paid in the following five years were not sufficient to defray their salaries for two years. At this time there were not more than 150 families and five proprietors on the island. After ten years little was done: a few conscientious and enterprising persons[1] acted up to the terms of their conditions; but the greater number shamefully neglected the duties which they had undertaken, thus throwing the burthen on those who were the least deserving of bearing it. If all the grantees had acted together, the result would have been good—a fine and thriving settlement would have been almost immediately formed: but, as it happened, nothing could be more unfavourable for the colony. Those who located themselves were almost ruined in endeavouring to sustain a load so unjustly imposed on them: in some instances poor settlers were landed in different parts of the island, afar from any other inhabitants, and without provisions or preparations. Many, therefore, abandoned the place in disgust, and spread unfavourable reports of the colony, thus retarding its settlement.

When the island was erected into a separate government, the representative of the sovereign was

[1] Among the number who thus acted was Sir James Montgomery, then Lord Chief Baron of the Scotch Court of Exchequer.

authorised to summon a general assembly, as soon as he should deem the island sufficiently settled for the same. Accordingly, in 1773, the first representative legislature met, as in the other colonies, and has ever since continued to sit. In 1776, it being found that the few proprietors who paid their quit-rents did not contribute a sufficient sum to pay the expenses of the government, and the governor being unwilling to proceed against the defaulters, who were generally persons of rank and influence in England, an application was made to parliament for an annual grant to defray the civil expenditure, which application was complied with.

In November 1775, two armed American cruizers, taking advantage of the defenceless state of the island, landed at Charlotte Town, plundered it, and carried off the acting Governor, a member of the council, and the Surveyor-General; but on the Commander proceeding to the American head-quarters, they were rebuked by General Washington, told they had 'done those things which they ought not to have done, and left undone what it was their duty to have done,' and dismissed their commands; while the prisoners were instantly set free, with many polite expressions of regret for their sufferings, and the plundered property was all honourably restored.

It is a pleasing duty to record so magnanimous an act, which is quite in unison with the noble character of Washington.

It would occupy too much of my rapidly contracting allotment of space to detail the various measures respecting the quit-rents which took place during

the administrations of Lieutenant-Governor Paterson and Fanning. His late Royal Highness the Duke of Kent (whose name the island now bears), while Commander-in-Chief in Nova Scotia, paid the most marked attention to the colony, organized the formation of some provincial troops, cavalry and infantry, and the erection of some batteries for the better protection of the town and harbour of Charlotte Town; the result of which was, that during the war the colony was unmolested by any enemy. It was at this period that the name of the island was changed from *St. John's* to *Prince Edward's*, partly in compliment to one who, whether in the colonies or in England, ever proved himself the most generous philanthropist; and partly because the old name of the island was found very inconvenient, from several places in North America having the same appellation, through which letters, &c. frequently never reached their right destination.

In 1801 the arrears of quit-rents had amounted to 59,162*l.*; in many instances more than the townships would now sell for, if put up by auction. Government, therefore, determined to accept of a moderate composition, which should fall lightest on those who had made the most efforts to settle their lands. With these views the townships, in quit-rent arrears, were thrown into five classes: first, those which had the full number of people required by the terms of settlement were only required to pay four years' quit-rent, in lieu of all arrears from 1769 to 1801; secondly, those with half the population, five years' quit-rent, in lieu of all demands; thirdly,

those with from a quarter to half, nine years' quit-rents; fourthly, those with less than a quarter of the required population (100 souls on each township, the area being 20,000 acres), twelve years' quit-rents; and fifthly, those which were totally waste and uninhabited were called on to pay fifteen years' quit-rents in lieu of all due from 1769 to 1801, *i. e.* less than half of their dues. The liberal terms of this composition, by freeing the land from heavy claims, had an almost instantaneous effect on the prosperity of the island, which now made rapid strides in population and social comfort.

Some proprietors, it is true, did not avail themselves of this commutation, and waited for easier terms; it became, therefore, necessary to proceed against them, and in 1804 judgment was obtained by the Receiver-General of the quit-rents against ten townships, five half-ditto and one-third ditto, which were escheated to the Crown for non-payment of the quit-rents. It is much to be regretted that the quit-rents were not annually exacted, instead of thus being allowed to accumulate; had such been the case the settlement of the island would have been more rapidly extended, as every man holding land would endeavour to make the quit-rents as little burthensome as possible, by improving its culture instead of leaving it a useless waste.

The House of Assembly of the colony, at the close of the session of 1833, moved and carried by twelve to two, an address to his Majesty, offering to provide the whole civil expenses of the island; and for the purpose of raising a fund to secure a moderate per-

manent civil list, the representatives of the people propose to abolish the system of quit-rents entirely, and substitute instead an annual tax on land (at the rate of 4*s.* 6*d.* for every hundred acres in the township), to go into operation in four years from the date of the address, when the present land assessment will expire. The Assembly thinks that an annual tax on unimproved lands will compel those who have large tracts now lying waste, either to improve them, or sell them to those who will do so.

## CHAPTER II.

PHYSICAL ASPECT—TERRITORIAL DIVISIONS—COAST LINE—CHIEF TOWNS—GEOLOGY—SOIL AND CLIMATE.

The general appearance of Prince Edward's Island is extremely picturesque, though destitute of those bold and, in many instances, romantic features that characterise several parts of the adjacent continent; in general the surface rises as in New Brunswick, into gentle undulations, without any absolutely flat country, but no where reaching the elevation of mountains; the principal high lands being a chain of hills, traversing the island nearly north and south from De Sable to Grenville Bay; with this exception there are few inequalities to interfere with the ordinary agriculture, to the pursuit of which even a sailor is attracted, by the rich verdure which clothes the country to the water's edge.

The north side of the island is peculiarly beautiful, the prospect in sailing along its shores, being varied with small and neat villages, cleared farms, red headlands, grassy downs, with a gentle diversity of hill and dale, and bays and rivers every where piercing the country, occasioning small lakes, which appear from the sea like so many verdant valleys.

The position for being acted on by the strong tide waters of the Gulf of St. Lawrence, has naturally caused the island to be indented, and intersected by several bays, and creeks, and inlets, which are so numerous that there is scarcely any part of the territory more than eight miles distant from tide water. Of the numerous harbours the principal is that on which the capital, Charlotte Town, is built, situate on the south-east side of the island, at the bottom of Hillsborough Bay, and at the confluence of the three rivers—Hillsborough, York, and Elliott.

The haven is one of the most secure in the Gulf of St. Lawrence, though not more than half a mile wide at the entrance; it has several batteries protecting it, and if occasion required, could be placed in a situation to defy any attack from seaward.

The situation chosen for the town is good, as it rises gradually to a moderate height above the sea, and has a maritime communication, by means of the three rivers before mentioned, with a considerable portion of the island. The Hillsborough river, or rather an inlet of the ocean, flowing past the town to the eastward, with eight fathoms, so that the largest ships may anchor close to the capital, and

vessels of 200 tons go up the Hillsborough river fourteen miles above Charlotte Town.

In fact each of the rivers, Hillsborough, York, and Elliott, have a sufficient depth of water for the largest vessels for several miles, where they may lie secure from all winds, and the tides are so strong as to enable ships to work out and in against a contrary wind; the rise at full and change being nine feet, and at neap four to five, with soundings of soft mud or strong clay.

The town appears from the harbour to great advantage, the streets are broad, and regularly laid out at right angles, with five or six vacancies for squares; most of the private houses have neat gardens attached, and together with the public buildings, such as the Court House (in which the Courts of Judicature, as well as the Legislative Assembly, sit), the Episcopal Church, the New Scots Church, the Roman Catholic and Methodist Chapels, excellent barracks, &c. gives a decidedly prepossessing aspect to the infant capital of this interesting colony.

From the higher part of Charlotte Town there is a splendid prospect; the blue mountains of Nova Scotia appear in the distance; several fine branching sheets of water around; homesteads, partial clearings, and grassy glades, intermingled with forests and groves of various trees—principally the birch, beech, maple, and spruce fir; well cultivated farms range along the serpentine banks of the different rivers, the edges of which are fringed with marsh grass—the *tout ensemble* affording a landscape, which in natural beauties may vie with any in the Old World.

In order to give a clear idea of the island, we will now speak of it according to its division into counties, viz.—Prince's, Queen's, and King's counties.

*Prince's County*, containing five parishes—namely, North (63,000 acres), Egmont (80,000 acres), Halifax (100,000 acres), Richmond (160,000 acres), and St. David's (124,000 acres), and the first nineteen townships, together with numbers 25, 26, 27, and 28 (see map), comprising an area of 467,000 acres [1] on the western section of the island. This county is remarkable for several fine harbours; two on the north shore are particularly valuable, as Prince Edward's Island forms a deep curve, in which it is dangerous for vessels to be caught in a stiff north-east wind, as the points of the island east or west cannot then be cleared, and a ship must either run on shore, or seek one of the large-barred havens, when two or three high seas will cast them over into smooth and safe water.

Richmond bay is the largest harbour on the north side of the island, it is barred with a sand bank, over which there is from twelve to fifteen feet water; from its wide entrance and great extent, being nine miles wide, and ten miles deep, the centre part is of course unsheltered, but there are several inlets perfectly safe from all winds, with from three to four fathoms good anchorage. There are six beautiful islands in the bay, three of which have an area of 500 acres good land. Seven townships, containing 140,000 acres, abut on this bay, which has the advantage of a safe

[1] A town plot is reserved for each county.

inland water communication along the coast, by means of Cavendish Channel, with the fine harbour of Holland Bay to the north-west.

Richmond Bay, and the adjacent coast, is well situate for the cod fishery, and it has afforded several cargoes of timber for the English markets. A good deal of the adjacent land belongs to Mr. Sullivan and Sir James and Mr. Robert Montgomery. Mr. Stewart, who resides at Prince Town, is famed for his hospitality. The settlers are principally emigrants from Cantyre in Scotland, who settled in the island with Judge Stewart's family in 1771, and who retain many of the habits and superstitions that were formerly so prevalent in their native country, while the music, the songs, the tales of the Covenanters, and the ghost stories of 'Kirk Alloway' have all the freshness of yesterday; indeed, it is not a little remarkable that many of the ancient customs and traditionary stories, now passing away, and nearly forgotten, in England, Ireland, and Scotland, are religiously remembered and preserved in our colonies [1].

But to proceed with the description of the coast—

[1] This circumstance is not confined to our North American colonies; I found it equally remarkable in Southern Africa, on the very extreme frontier of the Cape of Good Hope territory; —among the Cornish miners in New South Wales, and the semi-civilized Connaught men in Van Diemen's Land. Godwin's Lives of the Necromancers demonstrate the late period at which witchcraft was punished with fire and faggot in New England; and the *evil eye* is still piously abhorred in the rural districts of nearly every part of North America.

Holland Harbour, or Cascumpec, is the westernmost harbour on the north side; the sands form a bar as at Richmond Bay, and run off about a mile and a half. As this haven affords a safe retreat for weather-beaten ships, I give the following instructions for making and entering it. The harbour is easily known by the sand-hills which run along the coast: about half-way between the entrance of Richmond Bay and Holland Harbour is a sand-hill, much higher than the rest, near Conway inlet. Holland Bay may be known by its being at the west end of all the range of sand-hills. There is good anchorage close to the bar, in from five to eight fathoms. There is eighteen feet of water on the bar, and it is not difficult for a stranger to run in with a ship not drawing more than twelve feet of water, there being two leading marks, painted white, bearing west by north by compass: a vessel of this draught, keeping the two marks in one, with a leading wind, might run in with perfect safety; but as these marks will carry a vessel over the south tail of the northern sand, vessels drawing more than twelve feet should not venture without a pilot. There is a buoy on the end of the south sand; between that and the tail of North Shoal is eighteen feet of water. Vessels entering the port, drawing more than twelve feet of water, should not bring the marks in one, till they are within this buoy. The soundings off the harbour are regular, and the ground clear. Ships coming to anchor off the bar will have a pilot come off.

There is shallow water between the outer harbour and the inner harbour, on which is about fourteen

feet of water in common tides; vessels generally load to thirteen feet in the inner harbour, and complete their cargoes in the outer; in the former they lie alongside a wharf at Hill's Town in four fathoms water, where they lie without any current, as in a dock; in the outer harbour the tide runs strong at spring tides, but the water is smooth, the sea being broke off by the bar. The currents round the island are very irregular, frequently running many days along the North Coast from east to west, and at other times from west to east.

The tides also in the north side ports are irregular, except at spring-tide, sometimes flowing for forty-eight hours, and at other times not three; in common tides the water seldom rises more than two feet; and in spring-tides (except in strong winds from the southward and eastward) not more than five feet. Holland Harbour is the most convenient part in the island for loading timber, where there is a very large quantity,—also a saw-mill for cutting plank and board.

The variation of the compass, after passing Cape Breton to the westward, and about Prince Island, is eighteen degrees west.

Mr. Hill, the proprietor of a large extent of the fine country around this bay, has made considerable efforts to improve it, and attract public attention.

From Holland Bay to the north-west point (in 47° 7′ north latitude) of the island, twenty-four miles, the coast is low and sandy; as is also the case from North Cape, down towards the West Cape, on the south coast, which forms the western entrance of

Egmont Bay, which is sixteen miles wide and ten feet deep, with dangerous shoals off its entrance, and only affording shelter in north, or north-east, or north-west winds. Egmont Bay is principally settled by French Acadians, whose simple habits and pastoral life offer a strange contrast to the busy citizen of the Old World. As we proceed eastward, Halifax or Bedeque Bay is arrived at; the bay itself is open and exposed to the south, but the harbour at Dunk River is well-sheltered, and there are a few ship-building establishments.

Halifax and Richmond Bays nearly meet each other, and divide Prince Edward's Island into two parts—Wilmot and Webber Coves being not more than five miles apart. The land throughout the county now described is in general good, and well watered, but it is as yet thinly settled, perhaps by reason of its distance from the capital, which is in the next district, or—

*Queen's County*, containing five parishes—namely, Grenville (111,580 acres), Charlotte (87,300 acres), Bedford (105,000acres), Hillsborough (82,520acres), and St. John's (100,000 acres), the whole comprising 486,400 acres in the centre of the island.

The north coast of this county is extremely picturesque, but possessing few harbours, except for schooners and small vessels, their names are sufficiently indicated on the map. The south shore contains Hillsborough Bay, and its numerous safe havens as already described. Tryon Village, nearly opposite Green Bay, or *Bai de Verts*, in Nova Scotia, is one of the most populous and cheerful places in the island.

Along the Serpentine River, which winds through it, are several well cultivated farms: the harbour has a bar, which will only admit small schooners.

*King's County*, on the east side of the island, is divided into four parishes—viz. East (100,000 acres), St. Patrick, (100,000 acres), St. George's (130,000 acres), and St. Andrew's (82,000 acres), the whole comprising 412,000 acres. The first, as its name signifies, occupies the whole Eastern point of the island, and is without a harbour on its north shore, which is called *the district of the Capes*, and is principally settled by people from the Hebrides or West of Scotland, who have cleared a large extent of country, and, owing to the abundance of sea weed and other marine manures, raise large and valuable crops of wheat, barley, &c.

Colville, Rollo, and Fortune Bays, on its south-east coast, are small havens well settled along the shore. St. Patrick's parish has a good bay for small vessels on the north shore, called St. Peter's, about nine miles long, and with the surrounding country rapidly improving.

St. George's parish has several good havens for small vessels on the south-east coast, but they are all more or less barred with sand. George Town, however, has an excellent harbour, free from danger, at the junction of three fine rivers.

St. Andrew's parish has Murray Harbour and River in it—the former safe, but difficult of access: the soil around is good and excellent, and ships, brigs, and schooners are built here.

It will be seen from the foregoing brief description

how admirably adapted Prince Edward's Island is for carrying on an extensive fishery, while its rich soil yields with little trouble abundance of the best of animal and vegetable food.

Geology.—Prince Edward Isle is a pastoral country,—neither limestone, gypsum, coal, nor iron, have yet been discovered, but in many places the earth and rivulets are deeply impregnated with metallic oxides; the soil is in general a light reddish loam—in some places approaching to a tolerably strong clay—in most districts more or less sandy, but where the latter inclines to a dark colour, it is very fruitful. Red clay for bricks, and white for common pottery purposes, are met with in abundance. The predominating rock is a reddish sand-stone, but occasionally, at intervals of several miles, a solitary block of granite is met with; in fact, the whole island seems to have been left dry in latter ages by the waters of the Gulf of St. Lawrence, which are evidently continually on the decrease.

Climate—All who have ever visited the island can bear testimony to the salubrity of its climate, which is neither so cold in winter nor so hot in summer as that of Lower Canada, while it is free from the fogs which rush along the shores of Cape Breton and Nova Scotia. One hundred years of age, without ever knowing a day's sickness, is frequent in the island; the air is dry and bracing; the diseases of the North American continent are unknown, and puny British emigrants attain, soon after their arrival, robust health and unwonted strength.

No person ever saw an intermittent fever produced

on the island—pulmonary consumption, so frequent in north and central America, is seldom met with,—the greater proportion of the colonists live to old age, 90 to 100, and then die by a gradual decay of nature,—deaths between twenty and fifty are very rare—accidents even included, it has been estimated that not one person in fifty inhabitants dies throughout the year ;—industry always secures a comfortable subsistence, and encourages early marriages ; the women are often *grandmothers* at forty, and the mother and her daughters may each be seen with a child at the breast at the same time. Such is the happy condition of this simple and hospitable people, whose prospects are so far superior to that of their less fortunate brethren in England.

The animal and vegetable kingdoms require no separate notices from those given under the Canadas.

## CHAPTER III.

POPULATION—GOVERNMENT—FINANCES—COMMERCE—EDUCATION, &c.—PROPERTY—SOCIAL STATE, &c.

We have no correct estimate of the progressive increase of the population; when taken from the French the island is supposed to have contained 6,000 Acadians; a great number of whom were afterwards removed, as stated under Nova Scotia. In 1802 the number of inhabitants was—males, 10,644; females, 10,007; total, 20,671: in 1822, males, 12,140: females, 12,460; total, 24,600: in 1825, males, 14,140; females, 14,460; total, 28,600. Scotchmen form more than one half of the whole population; those from the Hebrides are best suited to the island. The Acadian French are estimated at about 5,000; but of the Mic-mac, or native Indians, once so numerous, there are probably not more than thirty families on the island. The two last censuses, viz. in 1827 and 1833, were as follows:—

## CENSUS of the POPULATION taken under the authority of the Acts Geo. IV. cap. 7. A.D. 1827—and William IV. cap. 7. A.D. 1833.

| Township Numbers. | Males in 1833. | | | | Females in 1833. | | | Grand Total of Males & Females. | 1827. | | | Increase from 1827 to 1833. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Under 16 years. | From 16 to 60. | 60 and upwards. | Total. | Under 16. | 16 and upwards. | Total. | | Males. | Females. | Total. | |
| 1 | 111 | 107 | 9 | 227 | 138 | 94 | 232 | 459 | 148 | 135 | 283 | 176 |
| 2 | 51 | 35 | 1 | 87 | 47 | 39 | 86 | 173 | 72 | 61 | 133 | 40 |
| 3 | 25 | 24 | 1 | 50 | 31 | 20 | 51 | 101 | 28 | 22 | 50 | 51 |
| 4 | 56 | 38 | 4 | 98 | 36 | 35 | 71 | 169 | 50 | 42 | 92 | 77 |
| 5 | 60 | 58 | ... | 118 | 52 | 43 | 95 | 213 | 64 | 58 | 122 | 91 |
| 6 | 41 | 26 | 2 | 69 | 39 | 23 | 62 | 131 | 78 | 58 | 136 | ... |
| 7 | 22 | 23 | 2 | 47 | 29 | 23 | 52 | 119 | 31 | 28 | 59 | 60 |
| 8 | 25 | 24 | 2 | 51 | 27 | 22 | 49 | 100 | 21 | 18 | 39 | 61 |
| 9 | 12 | 7 | ... | 19 | 5 | 9 | 14 | 33 | 14 | 12 | 26 | 7 |
| 10 | 10 | 8 | 1 | 19 | 7 | 10 | 17 | 36 | 21 | 21 | 42 | ... |
| 11 | 56 | 34 | 4 | 94 | 32 | 37 | 69 | 163 | 64 | 58 | 122 | 41 |
| 12 | 29 | 49 | ... | 78 | 29 | 20 | 49 | 127 | 67 | 25 | 92 | 35 |
| 13 | 72 | 75 | 8 | 155 | 56 | 64 | 120 | 275 | 116 | 95 | 211 | 64 |
| 14 | 107 | 72 | 8 | 187 | 104 | 76 | 180 | 367 | 167 | 166 | 333 | 34 |
| 15 | 171 | 124 | 8 | 303 | 148 | 24 | 272 | 575 | 225 | 211 | 436 | 139 |
| 16 | 114 | 95 | 4 | 213 | 106 | 90 | 196 | 409 | 184 | 147 | 331 | 78 |
| 17 | 228 | 199 | 17 | 444 | 197 | 194 | 391 | 835 | 367 | 349 | 716 | 119 |
| 18 | 174 | 176 | 14 | 364 | 197 | 192 | 389 | 753 | 385 | 328 | 713 | 40 |
| 19 | 208 | 178 | 3 | 389 | 191 | 157 | 348 | 737 | 261 | 230 | 491 | 246 |
| 20 | 193 | 137 | 10 | 340 | 175 | 140 | 315 | 655 | 222 | 183 | 405 | 250 |
| 21 | 162 | 132 | 17 | 311 | 158 | 142 | 300 | 611 | 245 | 212 | 457 | 154 |
| 22 | 52 | 52 | 8 | 112 | 56 | 53 | 109 | 221 | 57 | 49 | 106 | 115 |
| 23 | 144 | 132 | 9 | 285 | 144 | 119 | 263 | 548 | 114 | 121 | 235 | 313 |
| 24 | 289 | 245 | 13 | 547 | 265 | 190 | 455 | 1002 | 360 | 362 | 722 | 280 |
| 25 | 103 | 74 | 5 | 182 | 97 | 70 | 167 | 349 | 121 | 124 | 245 | 104 |
| 26 | 111 | 110 | 20 | 241 | 101 | 113 | 214 | 455 | 199 | 175 | 374 | 81 |
| 27 | 117 | 77 | 12 | 206 | 89 | 79 | 168 | 374 | 118 | 96 | 214 | 160 |
| 28 | 246 | 227 | 22 | 495 | 224 | 204 | 428 | 923 | 379 | 341 | 720 | 203 |
| 29 | 141 | 149 | 18 | 308 | 148 | 119 | 267 | 575 | 220 | 182 | 402 | 173 |
| 30 | 49 | 33 | 2 | 84 | 51 | 24 | 75 | 159 | 45 | 51 | 96 | 63 |
| 31 | 90 | 84 | 7 | 181 | 81 | 86 | 167 | 348 | 105 | 124 | 229 | 119 |
| 32 | 187 | 207 | 13 | 407 | 185 | 182 | 367 | 774 | 299 | 309 | 608 | 166 |
| 33 | 141 | 123 | 19 | 283 | 122 | 116 | 238 | 521 | 180 | 136 | 316 | 205 |
| 34 | 340 | 275 | 28 | 643 | 324 | 303 | 627 | 1270 | 448 | 437 | 885 | 385 |
| 35 | 87 | 191 | 58 | 336 | 150 | 171 | 321 | 657 | 238 | 222 | 460 | 197 |
| 36 | 105 | 118 | 12 | 235 | 104 | 113 | 217 | 452 | 143 | 133 | 276 | 176 |
| 37 | 99 | 105 | 10 | 214 | 84 | 106 | 190 | 404 | 240 | 193 | 433 | ... |
| 38 | 76 | 83 | 12 | 171 | 60 | 91 | 151 | 322 | 139 | 148 | 287 | 35 |
| 39 | 93 | 77 | 4 | 174 | 74 | 82 | 156 | 330 | 174 | 154 | 328 | 2 |
| 40 | 112 | 113 | 13 | 238 | 86 | 84 | 170 | 408 | 123 | 101 | 224 | 184 |
| 41 | 72 | 76 | 12 | 160 | 71 | 87 | 158 | 318 | 143 | 126 | 269 | 49 |
| 42 | 96 | 68 | 15 | 179 | 84 | 95 | 179 | 358 | 132 | 133 | 265 | 93 |

*(continued.)*

CENSUS OF POPULATION—*continued.*

| Township Numbers. | Males in 1833. | | | | Females in 1833. | | | Grand Total of Males & Females. | 1827. | | | Increase from 1827 to 1833. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Under 16 years. | From 16 to 60. | 60 and upwards. | Total. | Under 16. | 16 and upwards. | Total. | | Males. | Females. | Total. | |
| 43 | 111 | 106 | 9 | 226 | 132 | 115 | 247 | 463 | 161 | 174 | 335 | 128 |
| 44 | 114 | 119 | 11 | 224 | 114 | 126 | 240 | 464 | 265 | 230 | 495 | ... |
| 45 | 129 | 133 | 6 | 268 | 122 | 112 | 234 | 502 | 126 | 137 | 263 | 239 |
| 46 | 54 | 68 | 5 | 127 | 72 | 66 | 138 | 265 | 99 | 117 | 216 | 49 |
| 47 | 186 | 183 | 14 | 383 | 180 | 192 | 372 | 755 | 323 | 302 | 625 | 130 |
| 48 | 116 | 135 | 14 | 265 | 126 | 124 | 250 | 515 | 219 | 204 | 423 | 92 |
| 49 | 241 | 190 | 21 | 452 | 218 | 188 | 406 | 858 | 338 | 333 | 671 | 187 |
| 50 | 215 | 206 | 20 | 441 | 209 | 207 | 416 | 857 | 341 | 304 | 645 | 212 |
| 51 | 48 | 43 | 2 | 93 | 40 | 38 | 78 | 171 | 6 | 6 | 12 | 159 |
| 52 | 47 | 53 | 2 | 102 | 72 | 44 | 116 | 218 | 93 | 97 | 190 | 28 |
| 53 | 71 | 110 | 8 | 189 | 60 | 70 | 130 | 319 | 146 | 114 | 260 | 59 |
| 54 | 36 | 23 | 3 | 62 | 31 | 28 | 59 | 121 | 31 | 33 | 64 | 47 |
| 55 | 102 | 73 | 13 | 188 | 82 | 92 | 174 | 362 | 153 | 136 | 289 | 73 |
| 56 | 162 | 105 | 10 | 277 | 125 | 114 | 239 | 516 | 207 | 188 | 395 | 121 |
| 57 | 273 | 249 | 25 | 547 | 286 | 266 | 552 | 1099 | 282 | 275 | 557 | 542 |
| 58 | 167 | 135 | 13 | 315 | 140 | 135 | 275 | 590 | 247 | 217 | 464 | 126 |
| 59 | 75 | 93 | 10 | 178 | 69 | 78 | 147 | 325 | 132 | 108 | 240 | 85 |
| 60 | 86 | 75 | 8 | 169 | 84 | 83 | 167 | 336 | 100 | 103 | 203 | 133 |
| 61 | 48 | 59 | 7 | 114 | 62 | 55 | 117 | 231 | 106 | 92 | 198 | 33 |
| 62 | 94 | 84 | 14 | 192 | 81 | 83 | 164 | 356 | 142 | 120 | 262 | 94 |
| 63 | 60 | 63 | 4 | 127 | 73 | 56 | 129 | 256 | 99 | 74 | 173 | 83 |
| 64 | 118 | 151 | 9 | 278 | 119 | 131 | 250 | 528 | 174 | 176 | 350 | 178 |
| 65 | 223 | 200 | 17 | 440 | 197 | 183 | 380 | 820 | 290 | 281 | 571 | 249 |
| 66 | 17 | 10 | ... | 27 | 13 | 10 | 23 | 50 | 2 | 2 | 4 | 46 |
| 67 | 29 | 39 | 3 | 71 | 26 | 22 | 48 | 119 | ... | ... | ... | ... |
| 68* | 431 | 524 | 17 | 972 | 436 | 557 | 993 | 1965 | 827 | 822 | 1649 | 216 |
| 69* | 138 | 152 | 15 | 305 | 130 | 141 | 271 | 576 | 233 | 191 | 424 | 152 |
| 70* | 9 | 22 | ... | 31 | 13 | 15 | 28 | 59 | ... | ... | ... | ... |
| 71* | 55 | 41 | 1 | 87 | 48 | 40 | 88 | 185 | 81 | 75 | 156 | 29 |
| 72* | 4 | 8 | ... | 12 | 1 | 3 | 4 | 16 | ... | ... | ... | ... |
| 73* | 128 | 109 | 5 | 242 | 115 | 101 | 216 | 458 | 159 | 155 | 314 | 144 |
| 74* | 6 | 10 | ... | 16 | 13 | 10 | 23 | 39 | 14 | 22 | 36 | 3 |
| 75* | 3 | 4 | ... | 7 | 4 | 7 | 11 | 18 | 6 | 6 | 12 | 6 |
| 76* | ... | 4 | ... | 4 | ... | ... | ... | 4 | 3 | ... | 3 | 1 |
| 77* | 10 | 5 | ... | 15 | 8 | 5 | 13 | 28 | 9 | 12 | 21 | 7 |
| 78* | 4 | 5 | 1 | 10 | 5 | 4 | 9 | 19 | | | | |
| G.tl. | 8297 | 7829 | 714 | 16840 | 7910 | 7542 | 15452 | 32292 | 11976 | 11290 | 23266 | 8832 |

*68 Charlotte Town
69 Charlotte Town Royalty
70 George Town
71 George Town Royalty
72 Prince Town
73 Prince Town Royalty
74 Boughton Island
75 Panmure Island
76 Rustico Island
77 St. Peter's Island
78 Governor's Island

GOVERNMENT.—Prince Edward's Island having its own Lieutenant-Governor, Council, and House of Assembly, constituted after the manner described in the preceding chapters, is perfectly independent of the Governor-General at Quebec in the civil administration of its affairs; its military are under the control of the Nova Scotia Commander of the Forces. The Council consists generally of nine members appointed by the King's mandamus, and the House of Assembly of eighteen members elected by the people as in the other colonies—four for each county, and two for each of the towns of Charlotte, George, and Prince towns. The form of procedure is that of the British Parliament. There is a Court of Chancery regulated after that at Westminster, over which the Governor presides—and the jurisprudence of the colony is managed by a Chief Justice. The laws are English.

FINANCE.—The first revenue attempted to be levied for the support of the Government, as before stated, was the quit-rents—these failing in their extent, a Parliamentary grant was applied for and obtained. according to the following document, which was drawn up by the Colonial Office for the Board of Trade, and not used by the latter: the revenue and expenditure for twelve years was in sterling money—

| Years. | Gross Revenue. | Parliamentary Grants. | Total. | Expenditure. | | |
|---|---|---|---|---|---|---|
| | | | | Civil. | Military. | Total. |
| | £. | £. | £. | £. | £. | £. |
| 1821 | 2052 | | 2052 | 1758 | 253 | 2011 |
| 1822 | 2311 | | 2311 | 1272 | 178 | 1450 |
| 1823 | 2019 | | 2019 | 2181 | 155 | 2336 |
| 1824 | 2053 | | 2053 | 1935 | 161 | 2896 |
| 1825 | 2479 | 2820 | 2479 | 5437 | 116 | 5553 |
| 1826 | 4935 | 2820 | 7755 | | | 6443 |
| 1828 | 4084 | 2820 | 6904 | 6617 | 131 | 6748 |
| 1829 | 4140 | 2820 | 6960 | 7869 | 115 | 7984 |
| 1830 | 4708 | 2820 | 7528 | 8399 | 150 | 8549 |
| 1831 | 5256 | | 7820 | 9897 | 126 | 10023 |
| 1832 | 9018* | | 8076 | | | 8457 |
| 1833 | 7684* | | | | | 13759 |
| 1834 | | | | | | |

The salaries of the Government, at present defrayed by an annual grant of the Imperial Parliament, are — Lieutenant-Governor, 1000*l.* sterling per annum; Chief Justice, 700*l.*; Attorney-General, 200*l.*: Secretary, Registrar, and Clerk of the Council, 150*l.*; Provost Marshal, 100*l.*; Minister, 100*l.*; Surveyor-General, 200*l.*; Coroner and Clerk of the Crown, 90*l.*; Agent, 100*l.*; Roman Catholic Missionary, 50*l.*; Contingencies, 130*l.*—total, 2,820*l.*; the whole grant voted for 1832 was 3,500*l.*

As previously observed, the Legislature of this little colony express themselves desirous of relieving the mother country from any contribution for the support of their Government, and they ask in return for the Crown to resign its claim to the quit-rents,

* I am enabled to give these years from documents furnished me by Mr. Stewart.

for which they propose to substitute a land-tax at the rate of 4*s*. 6*d*. for every 100 acres in a township, and to grant to the Crown a permanent civil list, so as to render the Governor, Judge, &c. independent of the annual votes of the House:—Many persons in England being interested in the proceedings at Prince Edward's Island, I subjoin the following account of its income and expenses for 1833:—

EXPENDITURE FOR 1833.—Roads and Bridges, 3545*l*.; Schools, 674*l*.; Agricultural Societies, 200*l*.; Crown Prosecutions, &c. 334*l*.; Crown Officers' fees, 80*l*.; Inland Mails, 199*l*.; Foreign Mails, 436*l*.; Militia, 72*l*.; Annuities, 56*l*.; Destroying Bears and Loupcerviers, 64*l*.; Coroner's and Jurors' fees, 65*l*.; House of Assembly, 972*l*.; Legislative Council, 204*l*.; Executive Council for Salary of Messenger, &c. 40*l*.; Colonial Secretary's and Lieutenant-Governor's fees, 344*l*.; Printing and Stationery, 428*l*.; Market House, 38*l*.; Sheriffs' allowance and Jail expenses, 264*l*.; Extra work on Poplar Island Bridge, 80*l*.; Forming a Census, &c. 188*l*.; Ellis River Hards, 65*l*.; Repairs of Hillsborough Ferry-house, 24*l*.; Advance for building Government-house, 1400*l*.; Advance for building an Academy, 600*l*.; Building Court-house and Jail in Prince County, 240*l*.; Ditto in King's County, 287*l*.; Drawback, 9*l*.; Commissioners for issuing Treasury notes, 60*l*.; Printing Treasury notes, 95*l*.; Public Surveys, 134*l*.; Salary of Colony Agent, 136*l*.; Ditto of Collector of Imposts, Charlotte Town, 260*l*.; Ditto of Sub-Collectors of Customs, 170*l*.; Ditto of Treasurer, 500*l*.; Advance for a new Block for Charlotte Town Wharf, 500*l*.; Road Compensation granted, 77*l*.; Lunatics, 89*l*.; Assayer of Weights and Measures, 15*l*.; Salary of Wharfinger, 40*l*.; Prince Town Wharf, 9*l*.; Rent of Government House, 150*l*.; Advance for building George Town Wharf, 30*l*.; Refunded to J. Stewart, 33*l*.; Lieutenant-Governor Young, 300*l*.; Repairing Houses, 40*l*.; Contingencies, 201*l*. .....Total.... 13,759

Balance.. 8,165

£21,924

RECEIPTS AT THE TREASURY FOR 1833.—By Balance in the Treasurer's hands 1833, 9,268*l.*; By Impost duty for past year as under:—Charlotte Town, 3,935*l.*; Richmond Bay, 23*l.*; Bedeque, 192*l.*; Cascumpec, 28*l.*; Three Rivers, 225*l.*; Tryon and Crapaud, 1*l.*; St. Margaret's, 17*l.*; Port Hill, 75*l.*; New London, 89*l.*; Colville Bay, 200*l.*; Belfast, 193*l.*; St. Peter's, 84*l.*—Total, 5,068; Light duty, 77*l.*; Tavern and retailers of Spirituous Liquor Licences, 301*l.*; Hawkers and Pedlars, 8*l.*; Gross Receipts at Post Office, 327*l.*; Fines and Penalties, 70*l.*; Rent of Hillsborough Ferry opposite Charlotte Town, 61*l.*; Assessment under Road Compensation Act, 70*l.*; Wharfage, 38*l.*; From Securities of late Treasurer, 51*l.*; One Year's Land Assessment, 1,450*l.*; Interest received on Bonds, 131*l.*; Treasury Notes received from Commissioners, 5,000*l.* —Total, 21,952*l.*

GENERAL ABSTRACT.

| | |
|---|---|
| 1833, Jan. 5th.—To Amount of Treasury notes in circulation at this date ..... | 11,500 |
| Dec. 13.—Further issue of Treasury Notes under Act 3 Will. IV. c. 13 ..... | 5,000 |
| | £16,500 |
| 1834, Jan. 20.—By balance in the hands of the Treasurer ..... | 8,165 |
| By balance due by the Sureties of the late Treasurer ..... | 339 |
| Balance ..... | 7,996 |
| | £16,500 |

The expenditure of the past year thus appears considerably to exceed that of any former year, the total amount being 13,759*l.* 6*s.* 5½*d.*; this great increase was contemplated by the House of Assembly at its last Session, and an issue of Treasury Notes was made to meet the expenditure which was occasioned by the appropriations for the erection of the new Government House, Academy, and other public buildings, together with a larger amount than usual for the service of Roads and Bridges, and for additions to the Wharfs at Char-

lotte Town and George Town, but in making such additional appropriations, a Revenue to redeem that issue of Treasury Notes was anticipated, and will be derived under the Act levying an assessment on land. There is a very great deficiency in the amount of revenue derived from Imposts, which can only be accounted for from a falling off in our Exports, occasioned by the failure of our agricultural produce, and from the advanced prices of foreign articles.

Monetary System.—Accounts are kept in pounds, shillings, and pence, and the currency that of Halifax, which is formed upon the basis of estimating the dollar at 4*s*. 6*d*. thus becomes equal to 5*s*. currency. The guinea is 1*l*. 3*s*. 4*d*. and the other coins in proportion.

The coin in circulation was supposed to amount in 1826 to 7,000*l*. The paper currency (Treasury notes) in circulation at the same period in 5*l*., 2*l*., 1*l*., and 10*s*. notes, was 2,890*l*., at present it is about 20,000*l*.; there is no banking establishment in the island, which is a great drawback to the progress of its agriculture. Weights and measures as in England.

Commerce—Shipping.—I have no early accounts of the trade of the colony, but it is known that the French, when in possession of the island, carried on a considerable fishery from its shores:—The following document has been given me at the Board of Trade[1], and, like many others in this volume, has never before been printed.

[1] I am under obligation to Mr. Porter, of the Board of Trade, as also to the intelligent librarian of the Colonial Office, Mr. Mayer, and to Mr. Woodhouse of the Plantation Office, for many valuable documents.

| Years. | Ships Inwards from—Years ending 5th January. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Great Britain. | | British Colonies. | | Foreign States. | | Total Inwards. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1823 | 32 | 7342 | 122 | 5681 | — | — | 154 | 13023 |
| 1824 | 35 | 7719 | 142 | 6249 | — | — | 177 | 13968 |
| 1825 | 28 | 5848 | 120 | 5677 | 1 | 374 | 149 | 11899 |
| 1828 | 18 | 4065 | 128 | 4777 | — | — | 146 | 8848 |
| 1829 | 14 | 3155 | 237 | 10163 | — | — | 251 | 13318 |
| 1830 | 22 | 4713 | 241 | 12625 | 4 | 218 | 267 | 17556 |
| 1831 | 33 | 7199 | 259 | 11282 | 1 | 49 | 293 | 18536 |
| 1832 | 26 | 5091 | 283 | 11917 | 2 | 115 | 311 | 17123 |
| 1833 | 19 | 3880 | 253 | 10600 | 5 | 302 | 277 | 14782 |
| 1834 | 16 | 3251 | 345 | 14243 | 2 | 199 | 363 | 17693 |

| Years. | Ships Outwards to | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Great Britain. | | British Colonies. | | Foreign States. | | Total Outwards. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1823 | 33 | 6840 | 143 | 6547 | — | — | 176 | 13387 |
| 1824 | 42 | 9116 | 158 | 7784 | — | — | 200 | 16900 |
| 1825 | 40 | 9224 | 132 | 6580 | — | — | 172 | 15804 |
| 1828 | 40 | 9963 | 137 | 6745 | — | — | 177 | 16708 |
| 1829 | 25 | 6017 | 292 | 14542 | — | — | 317 | 20559 |
| 1830 | 25 | 5252 | 237 | 12338 | 9 | 450 | 271 | 18130 |
| 1831 | 30 | 6149 | 284 | 13760 | 2 | 81 | 316 | 19990 |
| 1832 | 24 | 5257 | 353 | 15594 | 5 | 234 | 382 | 22085 |
| 1833 | 20 | 3793 | 293 | 14639 | 5 | 248 | 318 | 18680 |
| 1834 | 19 | 3360 | 370 | 18247 | 1 | 61 | 390 | 21668 |

I have received the following account from the Custom House, after the above table was prepared.

## SHIPPING.

| | Year ended 5th January, 1833. | | | | | | Year ended 5th January, 1834. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inwards. | | | Outwards. | | | Inwards. | | | Outwards. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| United Kingdom | 19 | 3880 | 171 | 20 | 3793 | 178 | 16 | 3251 | 151 | 19 | 3360 | 159 |
| British West Indies, including Demerara, Berbice and Bermuda | 2 | 78 | 7 | 6 | 415 | 29 | 1 | 35 | 4 | 2 | 178 | 11 |
| British North America, including Newfoundland | 251 | 10522 | 653 | 287 | 14224 | 770 | 344 | 14214 | 850 | 368 | 18069 | 1065 |
| United States { British vessels | 2 | 169 | 12 | 2 | 130 | 7 | 1 | 138 | 8 | — | — | — |
| United States { Foreign ditto | 3 | 133 | 6 | 3 | 118 | 6 | 1 | 61 | 3 | 1 | 61 | 3 |
| St. Pierre | | | | | | | | | | | | |
| Total | 277 | 14782 | 849 | 318 | 18680 | 990 | 363 | 17699 | 1016 | 390 | 21668 | 1238 |

Comparatively speaking, there is also a good deal of shipping built in the colony;—during the year 1833 there were thirty-two vessels launched and registered—many of them small, but in the aggregate showing a tonnage of 4,006. The number of vessels employed in the foreign and coasting trade, belonging to the island, in the same year was, *foreign*, five vessels; tons, 1,169; men, 45;—*coasting*, 124 vessels; tons, 6,346; men, 359. During the year ending Dec. 1832, there were transferred from the island to other ports, thirty-two vessels, with a tonnage of 3,202.

| Years. | Dry Fish. | Pickled Fish. | Timber. | Shipping built for sale in Great Britain. |
|---|---|---|---|---|
| | Quintals. | Barrels. | Tons. | |
| 1823 | 903 | 585 | 9065 | 1276 |
| 1824 | 1044 | 745 | 5021 | 2500 |
| 1825 | 1056 | 877 | 11909 | 3683 |
| 1828 | 416 | 464 | 10318 | 7747 |
| 1829 | 517 | 1122 | 6761 | 6081 |
| 1830 | 1537 | 599 | 6819 | No Returns |
| 1831 | 1507 | 946 | 7816 | — |
| 1832 | 1201 | — | 6401 | — |
| 1833 | 1058 | 302 | 4601 | — |
| 1834 | 1353 | 455 | 6635 | — |

Considerable attention is now however directed to agriculture, as shown by the exports [1].

[1] For voluminous details respecting this and other colonies, see the large edition of this work.

PRINCE EDWARD'S ISLAND EXPORTS, LONDON CUSTOM HOUSE RETURNS.

| Articles. | 1834 | 1833 | 1832 | 1831 | 1830 | 1829 | 1828 |
|---|---|---|---|---|---|---|---|
| Oats .....bushels ... | 98555 | 63747 | 116703 | 70189 | 47797 | 33509 | 33021 |
| Barley.....barrels ... | 21805 | 15262 | 17954 | 14000 | 14300 | 10655 | 7007 |
| Wheat.....bushels ... | 10279 | 9585 | 11749 | 795 | 219 | 400 | — |
| Flour .....barrels ... | 756 | 643 | 1140 | 354 | 214 | 47 | — |
| Oatmeal ..... — ..... | 670 | 547 | 175289* | 74 | 200 | 20 | — |
| Beef ..... — ..... | 150 | 57 | 75 | 83 | 72 | 188 | 19 |
| Pork ..... — ..... | 350 | 300 | 320 | 161 | 134 | | |
| Fish, Dry .....quintals ... | 1353 | 1058 | 1201 | 1507 | 1537 | 284 | 195 |
| Fish, Pickled .....barrels ... | 455 | 302 | 946 | 599 | 1122 | — | — |
| Timber .....tons..... | 6635 | 4601 | 6401 | 7816 | 6819 | 6761 | 8047 |
| Lathwood .....cords ..... | 245 | 170 | 248 | 268 | 276 | — | — |
| Spars .....number ... | 550 | 375 | 570 | 420 | 856 | — | — |
| Staves.....thousands | 15336 | 36000 | 64331 | 78605 | 63761 | — | — |
| Boards and planks feet ..... | 1504356 | 1305767 | 261993 | 723034 | 428871 | 342 | 142 |
| Scantling ..... — ..... | — | — | 13740 | 63000 | 30450 ft. | — | — |
| Shingles.....thousands | 1601100 | 1445 | 216 | 233 | 455 | 257 | 406 |
| Cattle .....head ..... | 767 | 547 | 388 | 463 | 910 | 544 | 383 |
| Sheep .....number ... | 1079 | 813 | 823 | 548 | 127 | 762 | 437 |
| Hogs .....number ... | 91 | 63 | 340 | 101 | 257 | 98 | 56 |
| Turnips .....bushels ... | 2472 | 2150 | 2693 | 5737 | 2187 | 3014 | 669 |
| Potatoes..... — ..... | 103134 | 82720 | 214056 | 131419 | 123547 | 121058 | 144409 |
| Butter .....lbs. ..... | — | — | 4399 | 15 cwt. | 8880 lb. | 3403 | 2775 |
| Cheese .....— ..... | — | — | 1300 | 6 — | 168 — | 255 | 224 |
| Hams .....— ..... | — | — | 2296 | 1818 | 3000 | 1928 | 1084 |

* Pounds.

*Value.*—The commerce of the island is of course as yet in its infancy: the annexed table shows its progress for ten years.

| IMPORTS FROM | | | | |
|---|---|---|---|---|
| Years. | Great Britain. | British Colonies. | Foreign States. | Total Imports. |
| | £. | £. | £. | £. |
| 1823 | 12568 | 16245 | .. | 28813 |
| 1824 | 15764 | 14101 | .. | 29865 |
| 1825 | 31625 | 20912 | .. | 52537 |
| 1828 | 54398 | 18265 | .. | 73663 |
| 1829 | 25819 | 37376 | .. | 63195 |
| 1830 | 9969 | 35934 | 111 | 46014 |
| 1831 | 9246 | 47103 | 80 | 56429 |
| 1832 | 15021 | 48591 | 213 | 63825 |
| 1833 | 10977 | 58498 | 591 | 70066 |

| EXPORTS FROM | | | | |
|---|---|---|---|---|
| Years. | Great Britain. | British Colonies. | Foreign States. | Total Exports. |
| | £. | £. | £. | £. |
| 1823 | 16623 | 12124 | .. | 28747 |
| 1824 | 26761 | 10826 | .. | 37587 |
| 1825 | 41369 | 9335 | .. | 50704 |
| 1828 | 77778 | 8107 | .. | 25885 |
| 1829 | 31281 | 30883 | .. | 62164 |
| 1830 | 7171 | 28226 | 850 | 36247 |
| 1831 | 6832 | 26265 | 490 | 33587 |
| 1832 | 11192 | 30843 | 538 | 42573 |
| 1833 | 7017 | 24312 | 409 | 31738 |

Prince Edward's Island is essentially an agricultural colony, and admirably adapted for industrious emigrants with small capitals. Crop after crop of wheat is raised without manuring; the barley is excellent, and oats much superior to any other of American growth; the potatoes and turnips cannot be exceeded any where; and peas and beans are equally good. Cabbage, carrots, and parsnips are produced as good as any in England; in fact, all the produce of English gardens will thrive equally well.

The climate is particularly favourable to sheep; they are not subject to the rot, or any disease common to sheep in this country: they are small, but of excellent flavour; the common size is about sixty pounds the carcase.

The rivers abound with trout, eels, mackarel, flounders, oysters, and lobsters, and some salmon; and the coast with cod-fish and herrings in great abundance. The latter, soon after the ice breaks away in the spring, rush into the harbours on the north side of the island in immense shoals, are taken by the inhabitants in small nets with very little trouble; and as salt is cheap (not being subject to duty) most families barrel up a quantity for occasional use. The lobsters are in great abundance, and very large and fine. In Europe this kind of shell-fish is only taken on the sea-coast amongst rocks; at Prince Edward's Island they are taken in the rivers and on shallows, where they feed on a kind of sea-weed, called by the islanders eel-grass; and a person wading into the water half-leg deep might fill a bushel basket in half an hour. Many schooners are annually laden with oysters for Quebec and Newfoundland.

The plenty of fish, and the ease with which it is procured, is of great assistance to the inhabitants, and in particular to new settlers, before they have time to raise food from the produce of the land.

Hares and partridges are plenty, and are free for any person to kill; and in the spring and autumn great plenty of wild geese, ducks, and other water fowl.

## Statistical Return, taken under the authority of the Act William IV. cap. 7. A.D. 1834.

| No. of Townships. | No. of acres of land occupied. | No. of acres of improved land occupied. | No. of cows owned. | No. of oxen owned. | No. of other kinds of neat cattle. | No. of horses. | No. of sheep. | No. of hogs. | Produce raised during the last year. | | | | No. of grist mills. | No. of saw mills. | No. of Townships. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | No. of bushels of wheat. | No. of bushels of barley. | No. of bushels of oats. | No. of bushels of potatoes. | | | |
| 1 | 7220 | 1463 | 197 | 54 | 250 | 102 | 1047 | 470 | 2654 | 230 | 2728 | 18080 | 1 | .. | 53 |
| 2 | 2460 | 649 | 81 | 21 | 97 | 39 | 401 | 189 | 731 | 171 | 738 | 6153 | .. | .. | 54 |
| 3 | 1700 | 112 | 22 | 11 | 39 | 10 | 69 | 36 | 224 | 6 | 359 | 2710 | .. | .. | 55 |
| 4 | 2850 | 371 | 85 | 32 | 113 | 33 | 330 | 108 | 858 | 18 | 1221 | 7022 | .. | .. | 56 |
| 5 | 2057 | 707 | 73 | 47 | 97 | 43 | 403 | 169 | 818 | 73 | 1106 | 7704 | 1 | 1 | 57 |
| 6 | 1661 | 530 | 50 | 25 | 59 | 25 | 230 | 109 | 369 | 60 | 666 | 4775 | .. | .. | 58 |
| 7 | 2850 | 234 | 33 | 17 | 46 | 1 | 108 | 84 | 660 | 13 | 382 | 4090 | .. | .. | 59 |
| 8 | 2150 | 216 | 39 | 17 | 44 | 5 | 70 | 36 | 510 | 51 | 376 | 2818 | .. | .. | 60 |
| 9 | 850 | 62 | 16 | 8 | 22 | 6 | 39 | 18 | 140 | 49 | 95 | 1200 | .. | .. | 61 |
| 10 | 500 | 77 | 11 | 4 | 10 | 6 | 45 | 25 | 145 | 20 | 81 | 1130 | .. | .. | 62 |
| 11 | 1895 | 517 | 66 | 40 | 88 | 17 | 224 | 1081 | 672 | 100 | 679 | 5085 | .. | .. | 63 |
| 12 | 1397 | 250 | 22 | 27 | 25 | 9 | 95 | 79 | 370 | ... | 172 | 2300 | .. | .. | 64 |
| 13 | 4197 | 1211 | 117 | 100 | 139 | 45 | 534 | 253 | 1424 | 162 | 1878 | 10933 | 1 | .. | 65 |
| 14 | 6221 | 1407 | 164 | 101 | 217 | 50 | 707 | 333 | 1669 | 204 | 2057 | 14230 | 1 | .. | 66 |
| 15 | 6800 | 1426 | 147 | 81 | 168 | 99 | 696 | 344 | 1503 | 198 | 1185 | 18224 | 1 | 1 | 68* |
| 16 | 5988 | 1447 | 164 | 102 | 202 | 68 | 682 | 284 | 1565 | 104 | 2005 | 12076 | .. | .. | 67* |
| 17 | 14400½ | 3671½ | 293 | 169 | 422 | 158 | 1405 | 614 | 4481 | 780 | 8220 | 32131 | 2 | 2 | 69* |
| 18 | 9570 | 3961 | 376 | 214 | 505 | 167 | 1974 | 598 | 4206 | 1160 | 9215 | 26168 | 3 | 1 | 70* |
| 19 | 12677 | 2443 | 280 | 198 | 383 | 104 | 1323 | 424 | 3764 | 830 | 8663 | 27212 | 2 | 1 | 71* |
| 20 | 9392 | 2297 | 241 | 100 | 287 | 93 | 986 | 349 | 3209 | 823 | 5469 | 17947 | .. | .. | 72* |
| 21 | 7940 | 1873 | 293 | 72 | 310 | 118 | 1321 | 560 | 3556 | 1334 | 6714 | 25152 | .. | .. | 73* |
| 22 | 3070 | 524 | 84 | 31 | 90 | 30 | 303 | 126 | 956 | 325 | 2241 | 6962 | .. | .. | 74* |
| 23 | 7011 | 1106 | 191 | 20 | 193 | 84 | 799 | 264 | 2451 | 851 | 5043 | 20220 | .. | .. | 75* |
| 24 | 13714 | 2918 | 353 | 41 | 281 | 199 | 1600 | 730 | 4942 | 1206 | 6386 | 50382 | 1 | .. | 76* |
| 25 | 8320½ | 1850 | 170 | 107 | 240 | 60 | 862 | 325 | 1426 | 767 | 3681 | 14330 | .. | .. | 77* |
| 26 | 10186 | 2632 | 212 | 119 | 341 | 125 | 1141 | 497 | 2521 | 886 | 5154 | 22873 | 1 | 1 | 78* |
| 27 | 7158 | 1439 | 115 | 76 | 134 | 52 | 481 | 302 | 1423 | 342 | 1913 | 11830 | .. | 1 | Tot. |
| 28 | 15402 | 4131 | 437 | 227 | 397 | 213 | 1814 | 882 | 4675 | 1271 | 8780 | 54430 | 2 | 3 | |
| 29 | 7741 | 2069 | 190 | 131 | 210 | 84 | 939 | 413 | 3417 | 1110 | 4285 | 28240 | 3 | 4 | No. in 1827 |
| 30 | 2060 | 499 | 60 | 31 | 52 | 11 | 173 | 49 | 604 | 37 | 716 | 6170 | .. | .. | |
| 31 | 5503 | 864 | 159 | 13 | 84 | 76 | 550 | 187 | 894 | 111 | 2378 | 15370 | .. | 1 | |
| 32 | 14025 | 2294 | 403 | 37 | 259 | 786 | 1666 | 527 | 3225 | 470 | 8874 | 40519 | .. | 1 | |
| 33 | 12302 | 1767 | 245 | 67 | 229 | 124 | 1007 | 315 | 2193 | 1714 | 6355 | 22598 | 1 | .. | |
| 34 | 18271 | 4169 | 502 | 157 | 603 | 290 | 2139 | 652 | 6484 | 1887 | 16318 | 62647 | 2 | 2 | |
| 35 | 12013 | 1993 | 403 | 63 | 390 | 177 | 1286 | 406 | 2687 | 1042 | 2681 | 32975 | .. | .. | |
| 36 | 9329 | 1038 | 213 | 32 | 186 | 76 | 554 | 258 | 1523 | 522 | 3738 | 15047 | .. | .. | |
| 37 | 7320 | 1525 | 211 | 45 | 199 | 86 | 584 | 220 | 1310 | 335 | 3442 | 15000 | 1 | .. | |
| 38 | 6053 | 997 | 245 | 18 | 243 | 97 | 859 | 139 | 1051 | 552 | 3820 | 18394 | .. | .. | |
| 39 | 3083 | 1291 | 204 | 31 | 170 | 87 | 755 | 428 | 932 | 393 | 2180 | 11809 | .. | .. | |
| 40 | 4575 | 1949 | 217 | 32 | 240 | 105 | 841 | 378 | 1785 | 1064 | 4727 | 21877 | 3 | .. | |
| 41 | 2511 | 797 | 194 | 12 | 181 | 85 | 730 | 320 | 1053 | 1035 | 2093 | 13746 | .. | .. | |
| 42 | 2929 | 1008 | 228 | 20 | 208 | 105 | 697 | 337 | 1276 | 1074 | 4080 | 14870 | .. | .. | |
| 43 | 5666 | 1221 | 245 | 19 | 251 | 126 | 697 | 485 | 2200 | 959 | 6005 | 25199 | .. | .. | |
| 44 | 5052 | 1133 | 197 | 40 | 169 | 93 | 635 | 428 | 1718 | 861 | 3787 | 19816 | 1 | .. | |
| 45 | 6391 | 856 | 189 | 27 | 129 | 82 | 607 | 288 | 1512 | 665 | 3478 | 15232 | 1 | .. | |
| 46 | 3800 | 479 | 134 | 2 | 110 | 58 | 378 | 163 | 916 | 559 | 2741 | 8868 | .. | .. | |
| 47 | 13233 | 1580 | 445 | 28 | 323 | 160 | 1401 | 540 | 2798 | 1781 | 8512 | 31132 | 3 | .. | |
| 48 | 8250½ | 1625 | 283 | 109 | 218 | 117 | 960 | 359 | 2390 | 934 | 12273 | 36535 | 1 | .. | |
| 49 | 10315½ | 2704½ | 405 | 55 | 338 | 152 | 1125 | 507 | 3949 | 579 | 8882 | 45109 | 2 | 3 | |
| 50 | 12827 | 3534 | 549 | 24 | 471 | 170 | 1422 | 62 | 4924 | 399 | 8494 | 4325 | 3 | 4 | |
| 51 | 2300 | 275 | 55 | 2 | 49 | 15 | 133 | 104 | 437 | 43 | 721 | 6903 | .. | .. | |
| 52 | 4215 | 525 | 93 | ... | 79 | 26 | 199 | 140 | 498 | 100 | 890 | 6935 | 1 | .. | |

(continued.)

| No. of Townships. | No. of acres of land occupied. | No. of acres of improved land occupied. | No. of cows owned. | No. of oxen owned. | No. of other kinds of neat cattle. | No. of horses. | No. of sheep. | No. of hogs. | Produce raised during the last year. | | | | No. of grist mills. | No. of saw mills. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | No. of bushels of wheat. | No. of bushels of barley. | No. of bushels of oats. | No. of bushels of potatoes. | | |
| 53 | 3397 | 771 | 129 | 6 | 90 | 58 | 609 | 183 | 1119 | 418 | 2628 | 8438 | .. | .. |
| 54 | 2000 | 345 | 89 | 7 | 62 | 20 | 230 | 87 | 457 | 25 | 888 | 5775 | .. | .. |
| 55 | 4007 | 981 | 204 | 2 | 166 | 79 | 655 | 269 | 1449 | 1041 | 2172 | 12555 | .. | .. |
| 56 | 5797 | 1009 | 283 | 5 | 221 | 101 | 781 | 359 | 1971 | 409 | 3304 | 19762 | 1 | .. |
| 57 | 15211 | 2572 | 528 | 7 | 337 | 115 | 1346 | 456 | 3105 | 659 | 6580 | 38108 | .. | 1 |
| 58 | 7020 | 1732 | 297 | 13 | 167 | 82 | 820 | 296 | 2008 | 123 | 4059 | 21430 | 1 | 1 |
| 59 | 3959 | 729 | 140 | 8 | 135 | 51 | 427 | 218 | 1121 | 461 | 3220 | 12273 | 2 | 1 |
| 60 | 5676 | 976 | 188 | .. | 70 | 47 | 514 | 144 | 1287 | 81 | 1354 | 13699 | .. | .. |
| 61 | 2478 | 477 | 87 | 8 | 101 | 39 | 257 | 175 | 850½ | 477½ | 1440 | 9031 | .. | 1 |
| 62 | 5091 | 1016 | 179 | 3 | 120 | 58 | 586 | 163 | 1183 | 51 | 2731 | 15670 | .. | .. |
| 63 | 3093 | 599 | 104 | 12 | 125 | 53 | 471 | 274 | 1352 | 1047 | 2814 | 11986 | 1 | .. |
| 64 | 6743 | 1243 | 141 | 45 | 172 | 67 | 552 | .. | .. | .. | .. | .. | .. | .. |
| 65 | 11782 | 1954 | 338 | 74 | 250 | 140 | 1068 | 554 | 2832 | 208 | 5864 | 37714 | 1 | .. |
| 66 | 1050 | 72 | 13 | .. | 13 | 4 | 23 | 24 | 129 | 24 | 146 | 1501 | .. | .. |
| 68* | 3200 | 155 | 24 | 8 | 12 | 3 | 13 | 58 | 365 | 7 | 272 | 3840 | .. | .. |
| 67* | 734 | 419 | 81 | 12 | 59 | 132 | 77 | 93 | 763 | 40 | 1299 | 4390 | .. | .. |
| 69* | 3845 | 1877 | 273 | 30 | 149 | 129 | 878 | 277 | 2980 | 407 | 7659 | 28740 | 2 | .. |
| 70* | 70 | 23 | 3 | .. | 2 | 5 | 6 | 12 | 20 | .. | .. | 100 | .. | .. |
| 71* | 249 | 303 | 85 | 6 | 34 | 31 | 260 | 91 | 657 | 205 | 1355 | 6181 | .. | .. |
| 72* | 22 | 28 | 9 | .. | 9 | 5 | 23 | 4 | 48 | 20 | 130 | 270 | .. | .. |
| 73* | 2508 | 1993 | 191 | 60 | 272 | 115 | 1029 | 296 | 2455 | 769 | 4528 | 16860 | .. | .. |
| 74* | 400 | 65 | 15 | .. | 11 | 9 | 52 | 38 | 127 | 71 | 188 | 2140 | .. | .. |
| 75* | 700 | 60 | 15 | .. | 8 | 5 | 68 | 12 | 124 | 28 | 266 | 1015 | .. | .. |
| 76* | 400 | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 77* | 500 | 63 | 10 | 1 | 10 | 2 | 41 | 15 | 75 | 10 | 190 | 1100 | .. | .. |
| 78* | 205 | 13 | 3 | 1 | 4 | .. | .. | .. | 69 | .. | .. | 501 | .. | .. |
| Tot. | 387616¾ | 94631½ | 13869 | 337 7 | 13182 | 6299 | 50510 | 20702 | 128350¾ | 38850½ | 261664 | 1310063 | 46 | 29 |
| No. in 1827. | 334981 | 59909 | 9378 | 2473 | 11074 | 3979 | 39899 | 21531 | 13418 | 3908 | 28712 | 76172 | | |

* 68 Charlotte Town.
69 Ditto Royalty.
70 George Town.
71 Ditto Royalty.
72 Prince Town.
73 Ditto Royalty.
74 Boughton Island.
75 Panmure ditto.
76 Rustico Island.
77 St. Peter's ditto.
78 Governor's ditto.

The fisheries of Prince Edward's Island have not been sufficiently attended to: the herring fishery is of great importance; it commences early in the spring, when the bays and harbours, particularly on the north side of the island, are no sooner clear of ice, than they are filled with immense shoals of those fish, which may be taken in any quantity: they are

larger, though not so fat, generally, as those taken off the western coasts of Ireland and Scotland, and partake more of the character of the Swedish herring. Alewives or Gasperaus, although not so plentiful as the herring, appear in great quantities. Mackarel are in great abundance on the coast and in the harbours, from June to November. Cod are caught in great plenty in every part of the Gulf of St. Lawrence, more particularly on the coast of Prince Edward Island, the bay of Chaleur, and in the straits of Belleisle. Trout is found everywhere extremely fine, and often very large: the halibut taken sometimes weigh 300 pounds. Sturgeons are common in the summer months in all the harbours, some measuring six to seven feet in length. Perch are found in all rivers and ponds that have a communication with the sea. In fine, if the fisheries of this fine island were more attended to, they would add much to the value of property, while their pursuit would stimulate the progress of agriculture and the colonization of the settlement.

PROPERTY—NATURE AND VALUE.—The preceding statements will convey some idea of the extent of property in the island. In conformity, however, with the plan adopted in the preceding colonies, I subjoin the following estimate, which must be considered only as an approximation to truth:—

VALUE of PROPERTY annually created in Prince Edward's Island, and, if not consumed, converted into Moveable or Immoveable Property :—

| | £. |
|---|---|
| Animal Food for 33,000 mouths, at 200 lbs. each per annum, at 4*d.* per pound | 110,000 |
| Fish for 33,000 mouths, at 150 lbs. each per annum, at 1½*d.* per pound | 30,937 |
| Bread and other vegetables for 33,000 mouths, at 3*d.* per day each | 150,606 |
| Butter, milk, cheese, and eggs for 33,000 mouths, at 1*d.* each per day for 365 days | 50,187 |
| Luxuries, viz.—wine, spirits, ale, tea, coffee, sugar, &c. for 33,000 mouths, at 3*d.* each per day for 365 days | 150,606 |
| Food for horses, cows, &c., 100,000 animals, at 1*l.* each per annum | 100,000 |
| Clothes and furniture worn out for 33,000 mouths, at 3*l.* each per annum | 99,000 |
| Domestic manufactures, &c. annually produced | 100,000 |
| Income from business, or profits on professions, &c. at 10*l.* each | 330,000 |
| Waste by fire, loss, bad seasons, &c. | 25,000 |
| Total annually created | £1,146,336 |

VALUE OF MOVEABLE PROPERTY.

| | £. |
|---|---|
| Horses, 6,299 at 10*l.* each | 32,990 |
| Horned cattle, 30,428 at 5*l.* each | 152,140 |
| Sheep, 50,510 at 1*l.* each | 50,510 |
| Swine, 20,702 at 1*l.* each | 20,702 |
| Poultry | 25,000 |
| House furniture, &c. | 500,000 |
| Clothing and equipage | 165,000 |
| Machinery, farming implements, &c. | 100,000 |
| Bullion and Coin | 10,000 |
| Ships, boats, timber, and other merchandize | 1,000,000 |
| Total, moveable property | £2,056,342 |

VALUE OF IMMOVEABLE PROPERTY.

| | £, |
|---|---|
| Houses, 5,500 at 10*l.* each | 55,000 |
| Saw and grist mills, &c., 75 at 200*l.* each | 15,000 |
| Land, arable, 100,000 acres, at 5*l.* per acre | 500,000 |
| Land, occupied but untilled, 400,000 acres, at 1*l.* per acre | 400,000 |
| Land not granted, 900,000 acres, at 1*s.* per acre | 45,000 |
| Roads, canals, dykes, bridges, wharfs, &c. | 160,000 |
| Forts, gaols, churches, barracks, &c. | 80,000 |
| Manufactories, mines, quarries, &c. | 50,000 |
| Total, Immoveable Property | £1,305,000 |
| Total, Moveable and Immoveable, | £3,361,342 |

RELIGION, EDUCATION, AND THE PRESS—SOCIAL STATE, &c.—The established religion of the colony is Episcopalian, but I think the greater number of the inhabitants are of the Kirk of Scotland, or Romish faith. There are several missionary establishments; and it may be truly said, that no people are more sedulously attentive to the pleasing duties of religion than the inhabitants of this little island, who have shown its practical workings on their minds by the efforts made for the dissemination of education.

| Number of Townships. | Number of Schools. | Number of Scholars. | | Number of Townships. | Number of Schools. | Number of Scholars. | |
|---|---|---|---|---|---|---|---|
| | | Males. | Females. | | | Males. | Females. |
| 3 | 1 | 17 | 7 | 40 | 1 | 18 | 15 |
| 11 | 1 | 16 | 4 | 43 | 1 | 13 | 2 |
| 12 | 1 | 11 | 12 | 44 | 1 | 15 | 1 |
| 13 | 1 | 12 | 6 | 45 | 1 | 17 | 3 |
| 14 | 1 | 14 | 10 | 46 | 2 | 32 | 10 |
| 15 | 2 | 38 | 21 | 48 | 1 | 14 | 6 |
| 16 | 2 | 29 | 22 | 49 | 1 | 30 | 20 |
| 17 | 2 | 32 | 33 | 50 | 1 | 16 | 9 |
| 18 | 1 | 34 | 27 | 51 | 2 | 32 | 16 |
| 19 | 1 | 24 | 14 | 56 | 1 | 7 | 2 |
| 20 | 1 | 13 | 14 | 57 | 1 | 17 | 7 |
| 21 | 1 | 21 | 9 | 58 | 3 | 46 | 25 |
| 25 | 3 | 39 | 35 | 59 | 2 | 34 | 18 |
| 26 | 2 | 24 | 18 | 60 | 1 | 23 | 12 |
| 27 | 1 | 18 | 9 | 61 | 1 | 16 | 7 |
| 28 | 1 | 4 | 5 | 64 | 1 | 18 | 7 |
| 29 | 4 | 78 | 48 | | | | |
| 30 | 2 | 23 | 26 | | 65 | 1227 | 641 |
| 31 | 1 | 14 | 14 | | | | |
| 32 | 1 | 11 | 12 | 65 | 6 | 133 | 99 |
| 33 | 2 | 22 | 27 | 66 | 1 | 24 | 16 |
| 34 | 2 | 41 | 22 | 67 | 2 | 80 | 56 |
| 35 | 4 | 69 | 46 | | | | |
| 36 | 1 | 18 | 9 | | 9 | 237 | 171 |
| 37 | 1 | 2 | 2 | | | | |
| 38 | 2 | 20 | 16 | | 74 | 1464 | 812 |
| 39 | 2 | 35 | 13 | | | | |

There are two newspapers, well conducted; but, as may naturally be expected in a free community, with some party feeling. In its colonial assembly a watchful eye is kept over the distribution of their small funds; and I see no reason to regret that the

island is vested with the management of its own local affairs, instead of being attached as a dependency to Nova Scotia, from which Cape Breton Isle is now struggling to get free.

Mr. D. Stewart informs me that he travelled 20,000 miles in North America in search of land, and, on the point of returning home, without making any particular purchase, he visited Prince Edward's Island, when he was so much attracted by the pastoral beauty of the scenery, favourable locality of the island, the fertility of the soil, and the healthiness of the climate, that he instantly made large purchases of land there. Mr. Stewart being a very extensive land surveyor in the United Kingdom, may well be supposed to be a good judge on this subject.

The present mode of obtaining land in Prince Edward's Island is, either by lease for a long term of years at 1*s.* to 1*s.* 6*d.* per acre per annum—one or more years free, then 3*d.* per acre, and increasing yearly at that rate to full rent; or by purchase at from 10*s.* to 20*s.* and upward per acre. This is to be understood of woodland that is wholly unimproved. Some proprietors have had farms fall into hand with more or less of cleared land on them: these of course are let or sold at an advanced sum, but commonly for less than the cost of clearing. Emigrants who might not choose to sit down on a wood farm, would have many opportunities of purchasing the leasehold or freehold, and improvements of partly cleared farms; and it would be wise in those possessing the means to do so.

The situation of the landed proprietors is different

from that of any other colony in North America, inasmuch as they are for the greater part an absentee proprietory. It is to be hoped, however, that the efforts now making by the Messrs. Stewart, of Great Russell-street, and other large land owners in the colony, for directing public attention to it in England, will be attended with happy results. Instead of striving to get the colony attached to Nova Scotia, which I trust the Government at home do not contemplate, I would recommend the proprietors to do all in their power to preserve harmony between the different branches of the legislature, by the exercise of a little more Christian charity towards each other. I perfectly agree with the House of Assembly, as to the propriety of commuting the quit-rents for a moderate land tax on all lands, cultivated and uncultivated. It would be quite unfair to assess the former, and leave the latter to be not only a detriment to the country, but also a profit to those who will neither settle or till them, nor sell them; such profit being at the expense of those who do. It would be well, perhaps, to except such lands as are not fit for tillage, and then there could be no excuse for proprietors leaving large tracts of waste territory in the midst of cultivated districts. When a proprietor finds that he is obliged to pay an annual tax, however small, on what brings him in no return, he will relieve himself of the burthen, either by selling the land, or else by making it pay at least the amount of the tax levied. Whichever course he may pursue will be advantageous to the colony. I do think that if Mr. Lawrence Sullivan, and other

large proprietors, were to come to a settlement, and have a moderate land tax assessed, and then sub-let their lands on long leases or quit-rents [1], it would be the best way of serving themselves and the colony; while the introduction of superior breeds of cattle—the establishment of fairs—the formation of agricultural associations—and the occasional visit of the proprietors to the island, would be productive of great benefit, and tend to raise Prince Edward's Island to that high station as a colony (capable of containing half a million of souls) to which its excellent position, soil, and climate so eminently entitle it.

[1] See large edition for table of quit-rents.

# BOOK V.

## THE BERMUDAS, OR SOMER ISLES.

LOCALITY—HISTORY—ASPECT—GEOLOGY—CLIMATE—POPULATION—PRODUCTIONS—GOVERNMENT, &c.

LOCALITY.—The Bermudas, or Summer Isles, exceeding 300 in number, lie in the Atlantic ocean, in latitude 32° 20′ north, longitude 64° 50′ west, about 600 miles east of South Carolina, the nearest point of North America, and contain about 14,000 acres of land.

HISTORY.—They were discovered in 1522, by J. Bermudez, a Spaniard, who found them uninhabited. May, an Englishman, is said to have been wrecked there at an earlier period, and, with his companions, built a vessel, with which he returned to England. Sir George Somers was wrecked upon them in 1609, and made his way to Virginia in a vessel constructed of cedar, which did not contain an ounce of iron, except one bolt in the keel. They were settled

shortly after from Virginia and England, but disputes for some time prevailed respecting the rights of the Virginia Company. They have ever since remained in the uninterrupted possession of England, and at one time attracted great attention from their salubrity and picturesque scenery.

Physical Aspect.—The Bermudas consist of about 150 islets, lying within a space of fifteen miles by five, and situate on the south-east side of a zone of coral reefs. When viewed from a ship at sea, they appear to have but a trifling elevation compared with the bold and lofty aspect of many of our West India islands: the surface is very irregular, seldom presenting any lofty elevations, the highest land not exceeding 200 feet. The principal islands (St. George's, Ireland, St. David, Somerset, Paget, Longbird, and Smith's), together with the minor islands, lie in such a manner as to form several bays: the whole form a chain, with very little interruption, for about thirty miles long, seldom exceeding in breadth two miles (resembling a shepherd's crook), running nearly east and west; St. George's being the east, and Somerset and Ireland the west. It appears, in fact, as if an extensive island had disappeared in some convulsion of nature, leaving above water only a long narrow ridge, without either mountains or valleys, rivers, forests, or plains. Groves of cedars are here and there detached on little plateaus of rising ground; and the numerous basins (some sixteen miles in circumference), formed by the islands, give very much the appearance of lake scenery.

The north shore is defended by the heavy sea from any approach to the island on that side (except through the channel), and by innumerable sunken rocks, which form a shoal, with little interruption, for the whole length of the islands, and stretching in a north-east direction for nearly ten miles, leave but a narrow and intricate passage for shipping, which is close to the shore, and defended by several strong batteries. The south coast is bold, and guarded by sunken rocks in a manner similar to the north shore.

The island of St. George, the military station of the colony, and formerly the seat of Government, is about three miles long, and at no part exceeding half a mile broad; it lies at the entrance of the only passage for ships of burthen. The harbour of St. George, when once entered, is said to be one of the finest in the world, and capable of containing the whole British navy. It is completely land-locked. The entrance to the harbour of St. George is narrow, and is protected by a fort called Cunningham. After passing this entrance, the town presents one of the most beautiful landscapes the eye ever rested on. The square tower to the little church—the white and yellow houses—the clear and cloudless sky above, with the dark foliage of the cedar-clad hills in the rear,—combine to make the scene most enchanting. To the westward of the town is a hill called Fort George, where is situated the telegraph. The streets are extremely narrow, which, however, is undoubtedly an advantage in all warm climates, as it creates much pleasant shade, and without which walking in

the middle of the day would not be bearable. The houses are low, scarcely ever exceeding two stories, and built substantially of Bermuda stone. The barracks are situated on a hill to the eastward of the town, and are very commodious, and would probably comfortably accommodate two thousand troops. There are few springs in the island, and consequently the people depend principally on rain, for the purpose of catching which they have large tanks, built of stone, and covered with Roman cement. The air being free from smoke, and the roofs of the houses newly whitewashed, the water thus caught is very pure, and is really as delicious as any I ever tasted. The Government have large reservoirs of water on the north side of the town for the supply of the navy. The fortifications for the protection of this end of Bermuda, are the already-mentioned Fort Cunningham, at the mouth of the harbour, and a fort called Catharine, not quite completed, situated at the north-east extremity of St. George's Island.

There are several singular caves among the islands. The entrance to one of these is most picturesque:—A kind of natural staircase is descended, into a dell surrounded on three sides with high rocks, covered with creeping plants of various kinds, and bordered around with the orange, coffee, palmeto, banana, and cedar trees, forming one of the most beautiful groves possible. The entrance to the cave situated in this spot is narrow, and visitors are obliged to go almost on all fours; there are two chambers, one running into the other, with lofty roofs, from which hang beautiful petrifactions of various sizes and shapes,

which, if struck with a piece of metal, or other hard substance, produce a variety of sounds. Another cave has a large body of salt water within, clear as crystal, and very deep; a stone thrown in makes a great noise; the roof of this is similar to the other, but not quite so extensive; both however are singularly beautiful.

The Dock-yard is situated at the west end of Ireland Island, and distant about fifteen miles from St. George's. For about three miles the course lies between St. George and Long-bird Islands; after passing which we arrive at the westernmost outlet of St. George's Harbour, a narrow passage about the eighth of a mile wide, called the Ferry. To protect this opening, a Martello-tower, with one gun, erects its head. The ferry is so seldom used for the ingress or egress of vessels, from the shallowness of the water and strength of the current, that the above-mentioned fortification is quite as strong as necessary. The tide runs with much force. The rocks on the north of the island present a very formidable appearance, and certainly do away with the necessity of the work of man's hands, for no vessel could approach within ten or fifteen miles of this side of Bermuda, without the certainty of being shipwrecked, and the lives of its crew placed in the greatest jeopardy. Nine miles north is a rock, which, at low tides, presents a surface of about forty feet in circumference, called the North Rock. Shoals surround it for many hundred yards, and the water, when the wind is boisterous, breaks over it with a terrific noise. This rock, placed as it were as a

beacon, seems to say, "Hitherto shalt thou come, and no further;" for it must be a miracle indeed if a ship gets nearer shore than it, for the coral shoals lie thick in every direction in its neighbourhood. It is not often that vessels are wrecked on the North Rock, because careful mariners know the danger of passing Bermuda to the northward, as all books of navigation recommend the south side as being the safest. The shore presents rather a sterile appearance, and even the cedars which have themis fortune to be growing near the water have a dead dingy appearance. The sterility arises from the spray of the sea, the salt from which, acted upon by the sun, causes the grass, &c. to wither and die away. The shore is principally inhabited by fishermen and ship-builders; the produce of the occupation of the former being the principal sustenance of, and the business of the latter in its various ramifications, affording employment to shopkeepers, mechanics, labourers, and sailors. About midway between the Ferry and the Dock-yard is one of the houses appropriated as a residence for the Governor for the time being; it is scarcely seen from the water; but near it is a hill called Mount Langton, on which is a flag-staff, by which communication is kept up between St. George, Somerset, and the Dock-yard. A few miles beyond this is the residence of the Admiral, King's Hill, or Clarence Lodge. Ireland Island, on which the yard is, is about one mile in length, and perhaps a quarter broad, and is nearly all occupied by the buildings required for the officers, artizans, and for storehouses. The hospital is situated on the highest part of the

island, and is very large and commodious. The officers' residences are built in the English style, and are very comfortable. The most important work is a breakwater, similar to that at Plymouth. Several hundred convicts are employed on it. The Dock-yard is kept in fine order.

The Bermudas are, in fact, the Gibraltar of the West Indies, and Washington was very desirous of annexing them to the Republic, to make them, as he said, "a nest of hornets to annoy English commerce."

GEOLOGY.—A stone called "Bermuda rock," and peculiar to the place, forms, with few exceptions, the basis of the islands and minor rocks; it is extremely porous—so much so as to be unfit for filtering stones; at first sight it closely resembles loose sandstone, but on minute inspection will be found to consist of a congeries of comminuted shells cemented together, and occasionally including larger and tolerably perfect portions of shells; the layers of this stone are stratified, and the dip varies very much in the direction it takes and the angle it forms with the horizon; the stone is easily wrought with axes and saws, is naturally friable but becomes harder when exposed to the atmosphere, and changing from a whitish to a bluish grey colour; it is used in the principal buildings; for when covered with cement or lime it is impervious to the rain or damp, and was therefore at one time an article of extensive export to the United States of America.

Lieutenant Nelson says that the whole group is composed of calcareous sand and limestone, derived

from comminuted shells and corals, and the different varieties are associated without any definite order of position, the harder limestones occasionally resting upon loose sand. The arrangement of the beds is often dome-shaped, but in many instances the strata are singularly waved.

The bottom of the basin within the zone of coral reefs is stated to consist of corals, calcareous sand, and soft calcareous mud resembling chalk, and considered by the author to have been derived from the decomposition of Zoophytes.

Under the head of encroachments, he describes the banks of detritus thrown up by the sea, and the progress which, under certain circumstances, the loose sand makes in overwhelming tracts previously fertile. He states that wherever the shrubs and creepers have been destroyed, the sand has spread rapidly, but that it is invariably stopped as soon as it arrives at a plantation or row of trees.

The soil is of a reddish brown colour, and in some places, as at Ireland isle, bearing strong marks of oxyde of iron. Round the coast there are some districts with a strong tenacious blue clay; in others a micaceous, kneadable brick earth; and again, an argillaceous soil, with luxuriant pasturage. There is no other point in the geology worth noticing.

Water is supplied to the inhabitants all the year round from tanks, in which it is collected during the rains.

Climate. The climate is favourable to European health, and may be said to be a perpetual summer. The meteorological register for the year is—

| | THER. Max. | THER. Med. | THER. Min. | WINDS. | REMARKS. |
|---|---|---|---|---|---|
| January ... | 64 | 66 | 63 | N.W. | Cold frequent rain. |
| February.. | 60 | 63 | 59 | N.E. | Ditto. |
| March..... | 62 | 63 | 61 | N.W.by W. | More temperate, gentle breezes. |
| April ..... | 75 | 76 | 75 | S.E. | Warm, and showers. |
| May ..... | 78 | 80 | 77 | S.S.E. | Sultry, ditto, thunder. |
| June..... | 83 | 86 | 84 | S.W. | Hot, light breezes. |
| July ..... | 77 | 79 | 77 | E. | Ditto, thunder storms. |
| August ... | 77 | 79 | 78 | S.E. | Sultry, heavy showers. |
| September | 77 | 79 | 78 | S.W. by W. | Hot, frequent ditto. |
| October.... | 78 | 79 | 75 | N.E. | Stormy, heavy rains. |
| November | 69 | 71 | 69 | N.W. | Cold, with heavy rain. |
| December. | 61 | 65 | 61 | N.E. | Ditto, thunder and lightning. |

VEGETATION, &c. The cedar grows to a great height in many places, and would seem in several parts to spring from the bare rock; it is used for ship-building; the palmetto is much cultivated for the making of straw hats, but arrow-root seems to be the staple of the island, and machinery has recently been imported for its preparation; coffee, cotton, indigo, tobacco, &c. are grown as good as in the West India islands, as do also all the fine fruits and vegetables of the tropics. There are no wild animals, the feathered tribe is confined to a few varieties, but the sea around teems with fish, viz. the mackerel, mullet, hamlet, hine, grouper, porgy, rockfish, &c., the whale is pursued with great animation, and killed for the sake of his oil and bone.

POPULATION. The latest returns before me of the number of inhabitants are the census of 1822, 1828, and 1831.

| Years. | White and Free Coloured. | | Slaves. | | Total Males. | Total Females. |
|---|---|---|---|---|---|---|
| | Males | Females. | Males. | Females. | | |
| 1822 | 2,209 | 3,161 | 2,620 | 2,622 | 4,899 | 5,783 |
| 1828 | 1,872 | 2,771 | 1,825 | 2,002 | 3,697 | 4,773 |
| 1831 | 2,135 | 5,193 | 1,825 | 2,090 | 3,960 | 6,282 |

By the returns under the Emancipation Act, there were 4203 slaves at the last registry: average value of each, 27*l.* 5*s.*; relative value of all, 114,527*l.*; proportion of 20,000,000*l.* to which Bermuda is entitled, 50,584*l.*

By a recent census there were in each parish,—

| PARISH. | Area in Acres. | Whites. | | Free Blacks. | | Slaves. | | Total. | | Acres Uncultivated. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Males. | Females. | Males. | Females. | Males. | Females. | Males. | Females. | |
| St. George ..... | 1580 | 204 | 267 | 90 | 110 | 220 | 210 | 514 | 587 | 1525 |
| Hamilton ..... | 1651 | 139 | 194 | 31 | 45 | 164 | 188 | 324 | 427 | 1620 |
| Smiths..... | 1281 | 64 | 130 | 7 | 7 | 106 | 120 | 177 | 257 | 1265 |
| Devonshire .... | 1281 | 100 | 198 | 17 | 42 | 113 | 124 | 230 | 364 | 1246 |
| Pembroke..... | 1281 | 348 | 491 | 68 | 103 | 310 | 336 | 726 | 930 | 1226 |
| Pagets ..... | 1281 | 164 | 263 | 24 | 33 | 221 | 245 | 409 | 541 | 1216 |
| Warwick ..... | 1281 | 209 | 311 | 25 | 31 | 158 | 198 | 392 | 540 | 1256 |
| Southampton .. | 1281 | 141 | 198 | 18 | 25 | 183 | 256 | 342 | 470 | 1200 |
| Sandys..... | 1507 | 195 | 289 | 28 | 34 | 350 | 325 | 573 | 648 | 1408 |
| Total... | 12,424 | 1564 | 2341 | 308 | 430 | 1825 | 2002 | 3687 | 4764 | 11,962 |
| In 1832..... | | 1607 | 2574 | 458 | 610 | | | | | |

The parliamentary return whence the foregoing is derived, gives minute statistics for each parish, the aggregate of which is (for 1826), births, 299; marriages, 34; deaths, 219. Persons employed in agriculture, 689; manufactures, 71; commerce, 591. Number of scholars, males, 274; females, 233. *Acres of land in* onions, 50; arrow-root, 51; potatoes, 197; barley and oats, 57; garden vegetables, 106; total acres, 461: *the produce* of which was, onions, 328,830 lbs. at 6*s.* 8*d.* per 100 lbs.; arrow-root, 18,174 lbs. at 1*s.* 8*d.* per lb.; potatoes, 10,404 bushels, at 4*s.* 4*d.* per bushel; barley, 435 bushels, at ditto; garden vegetables, 65,800 lbs. at $1\frac{1}{2}d.$ per lb. Number of horses, 250; horned cattle, 1538; sheep, 228; and goats, 199. The colonial revenue is about 10,000*l.* per annum, of which 6,000*l.* is derived from custom duties.

Bermudas gross revenue and expenditure in pounds sterling:—

| | REVENUE. | | | EXPENDITURE*. |
|---|---|---|---|---|
| | Colonial. | Parliamentary Grant. | Total. | |
| 1828 | 9,789 | 4000 | 13,789 | 27,813 |
| 1829 | 10,397 | 4000 | 14,397 | 15,834 |
| 1830 | 13,902 | 4000 | 17,802 | 15,452 |
| 1831 | 9,484 | 4000 | 13,484 | 16,200 |

* The civil list voted by the Imperial Parliament in August 1836, for the Bermudas, was 4449*l.*

MILITARY ESTABLISHMENT. Return of the numbers and distribution of the effective force, officers, non-commissioned officers, and rank and file, of the British army, including Colonial corps, in each year since 1815, including artillery and engineers.

| Years. | Officers present, or on detached duty at the Stations. | | | | | | | | | | Drummers. | Rank and File. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Lt. Colonels. | Majors. | Captains. | Lieutenants. | Ensigns. | Paymasters. | Adjutants. | Qr. Masters. | Surgeons. | Assist. Surg. | Sergeants. | | |
| 25 Jan. 1816 | 1 | 2 | 10 | 21 | 8 | — | 1 | 1 | — | 3 | 71 | 27 | 472 |
| 1817 | 1 | — | 2 | 11 | 3 | — | — | — | — | 1 | 26 | 13 | 443 |
| 1818 | 1 | 1 | 2 | 6 | 5 | — | — | — | — | 1 | 24 | 11 | 466 |
| 1819 | — | 1 | 2 | 8 | 3 | — | — | — | — | 1 | 23 | 11 | 457 |
| 1820 | 1 | — | 4 | 5 | 2 | 1 | — | 1 | 1 | — | 20 | 17 | 278 |
| 1821 | 1 | 1 | 3 | 7 | 1 | 1 | 1 | 1 | — | — | 20 | 18 | 337 |
| 1822 | — | 1 | 4 | 4 | 4 | — | — | — | — | — | 17 | 9 | 303 |
| 1823 | — | 1 | 4 | 7 | 4 | — | — | — | — | — | 17 | 6 | 282 |
| 1824 | — | 2 | 3 | 5 | 4 | — | — | — | — | 1 | 15 | 6 | 269 |
| 1825 | * | — | — | — | — | — | — | — | — | — | — | — | — |
| 1826 | 1 | 1 | 5 | 6 | 5 | — | — | — | 1 | 1 | 32 | 11 | 531 |
| 1827 | — | 2 | 4 | 9 | 4 | — | — | — | — | — | 32 | 9 | 554 |
| 1828 | — | 1 | 8 | 8 | 2 | 1 | 1 | 1 | 1 | 2 | 29 | 8 | 656 |
| 1829 | 1 | 1 | 7 | 10 | 2 | 1 | 1 | — | 1 | 2 | 35 | 11 | 631 |
| 1830 | 2 | 1 | 7 | 11 | 5 | 1 | 1 | 1 | 1 | 3 | 35 | 13 | 690 |
| 1st Jan. 1831 | 3 | 1 | 15 | 19 | 6 | 2 | 2 | 2 | 1 | 3 | 63 | 21 | 1084 |
| 1832 | 1 | 2 | 12 | 17 | 9 | 1 | 2 | 2 | 1 | 3 | 65 | 24 | 1145 |
| 1833 | 1 | 1 | 7 | 8 | 6 | — | 1 | 1 | — | 2 | 33 | 14 | 575 |

* Garrisoned by the Royal Marines.

The value of the trade inwards in 1832, was 102,742*l.*; outwards, 13,784*l.*; and the shipping inward, 16,257 tons. In 1825 there was of sugar exported 406,347 lbs.; of rum, 113,636 gallons; of molasses, 7,744 lbs.; and of coffee, 9,400. This amount of staple West India produce has of late years diminished.

The colonists have their own Legislative Assembly

and Council. The Council consists of eight members and a president; the Legislative Assembly of thirty-six members, returned by nine parishes, into which the island is divided. A member must have property to the amount of 200*l.* currency per annum; and an elector must possess a landed property of 40*l.* per annum. The men are distinguished for their industry, the women for their beauty, and both sexes are celebrated for their morals and hospitality. There is an establishment for convicts at the Bermudas; the hulks stationed at Ireland's Island are in number three, and at St. George's one. The number of prisoners is about 1500; the expense of them 20,000*l.* a-year, and their labour is valued at 26,000*l.* per annum.

There are two Wesleyan missionaries at Bermuda, who have seven schools, with fifty-nine teachers, 200 boys, and 33 girls in them.

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I have included the Bermudas among the North American Colonies, although the climate is tropical, and a large part of the population emancipated negroes. But the islands are included among our North American Colonies in nautical and ecclesiastical affairs. As a maritime station they are of the highest value to England.

# BOOK VI.

## NEWFOUNDLAND AND THE LABRADOR COAST.

### CHAPTER I.

GEOGRAPHICAL POSITION AND AREA—GENERAL HISTORY, &c.—DIPLOMATIC NEGOCIATIONS RESPECTING FISHERIES, &c.

Newfoundland Isle, lying on the north-east side of the Gulf of St. Lawrence, between the parallels of 46° 40′ to 59° 31′ north latitude, and the meridians of 52° 44′ to 59° 31′ longitude west of Greenwich, is bounded on the whole eastern shore by the Atlantic Ocean; on the north-east and north it is separated from the coast of Labrador by the Strait of Belleisle (which is about fifty miles long by twelve broad); on the north-west by the Gulf of St. Lawrence, and on the south-west it approaches at Cape Ray towards Cape Breton Isle, so as to form the main entrance from the Atlantic Ocean into the Gulf of St. Lawrence.

Newfoundland is the nearest part of America to Europe, the distance from St. John's in Newfoundland, to Port Valentia on the west coast of Ireland, being 1656 miles, and which might be traversed

LABRA-

HISTORY, &c.
SHERIES, &c.

east side of
parallels of
e meridians
Greenwich,
by the At-
it is sepa-
e Strait of
by twelve
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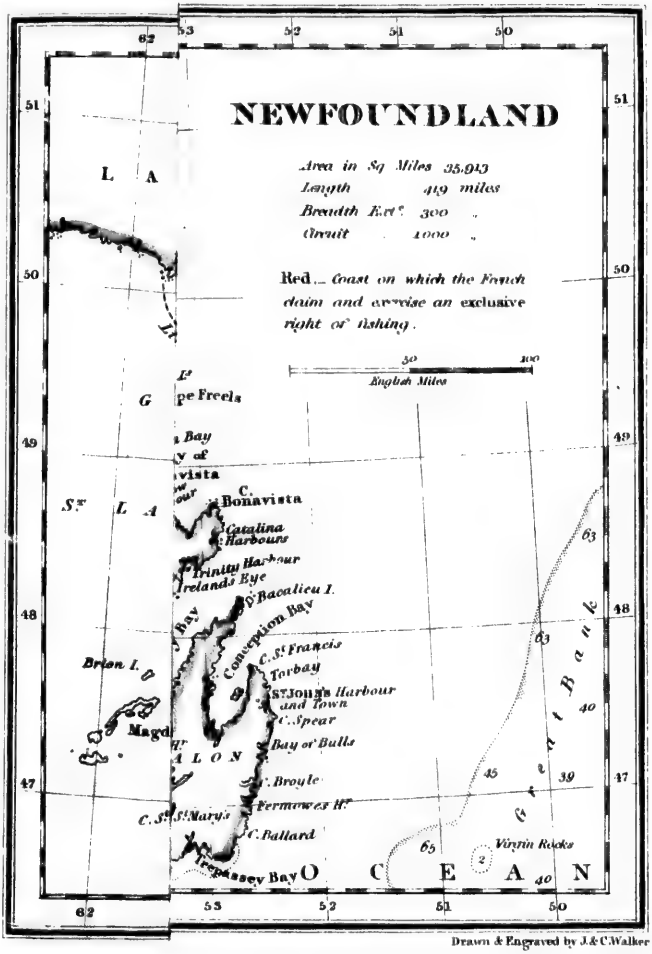
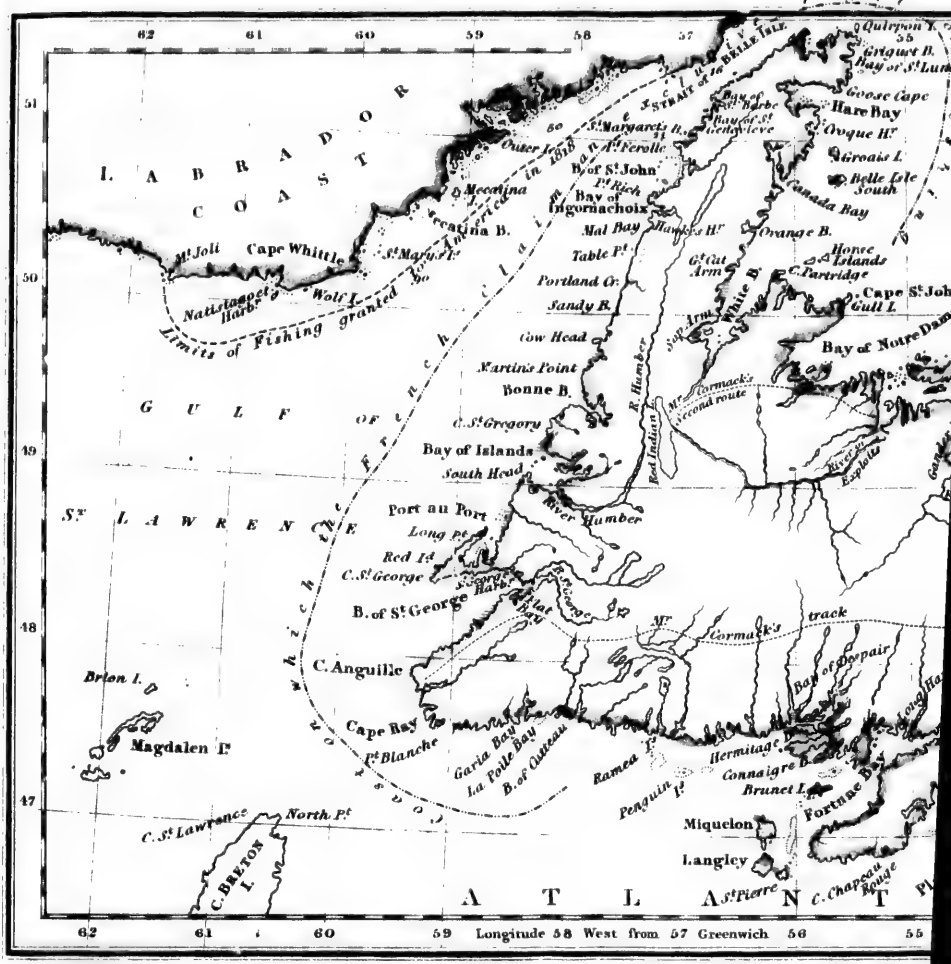
nes at Cape
o form the
to the Gulf

America to
Newfound-
of Ireland,
traversed

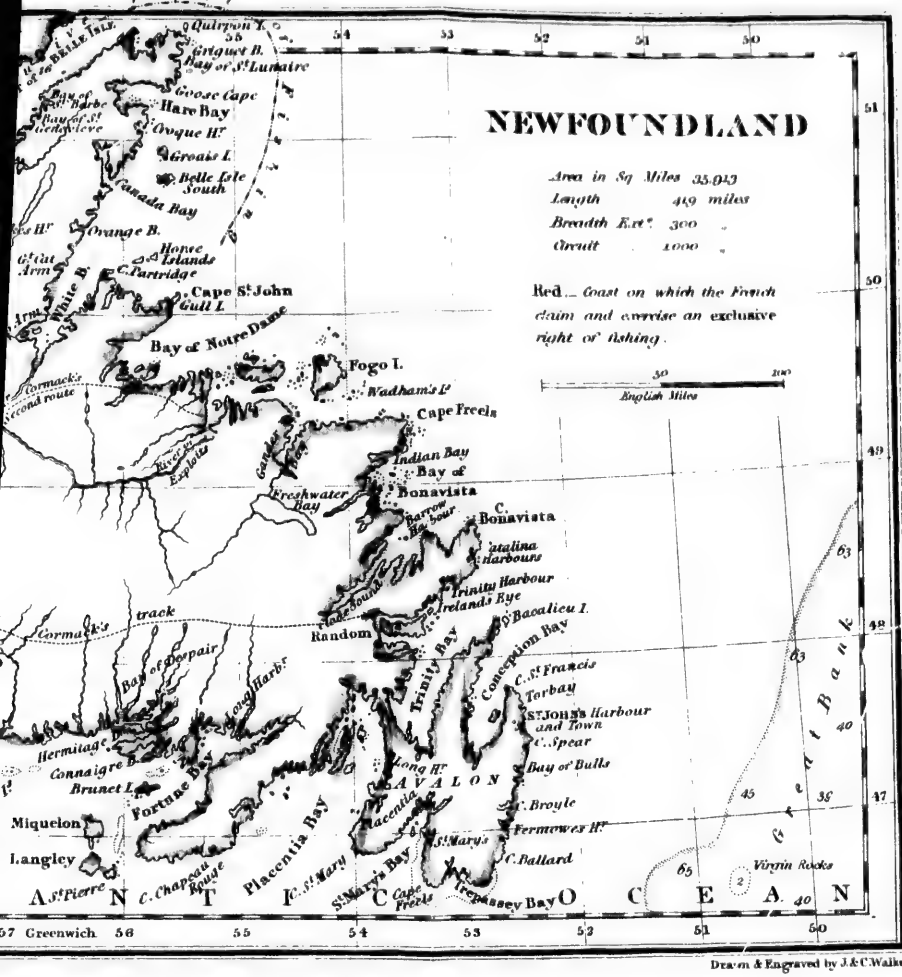
in N. America.



For Montgomery Martin's History of the British Colonies




Published by G.B.Whittaker & Co Ave Maria L

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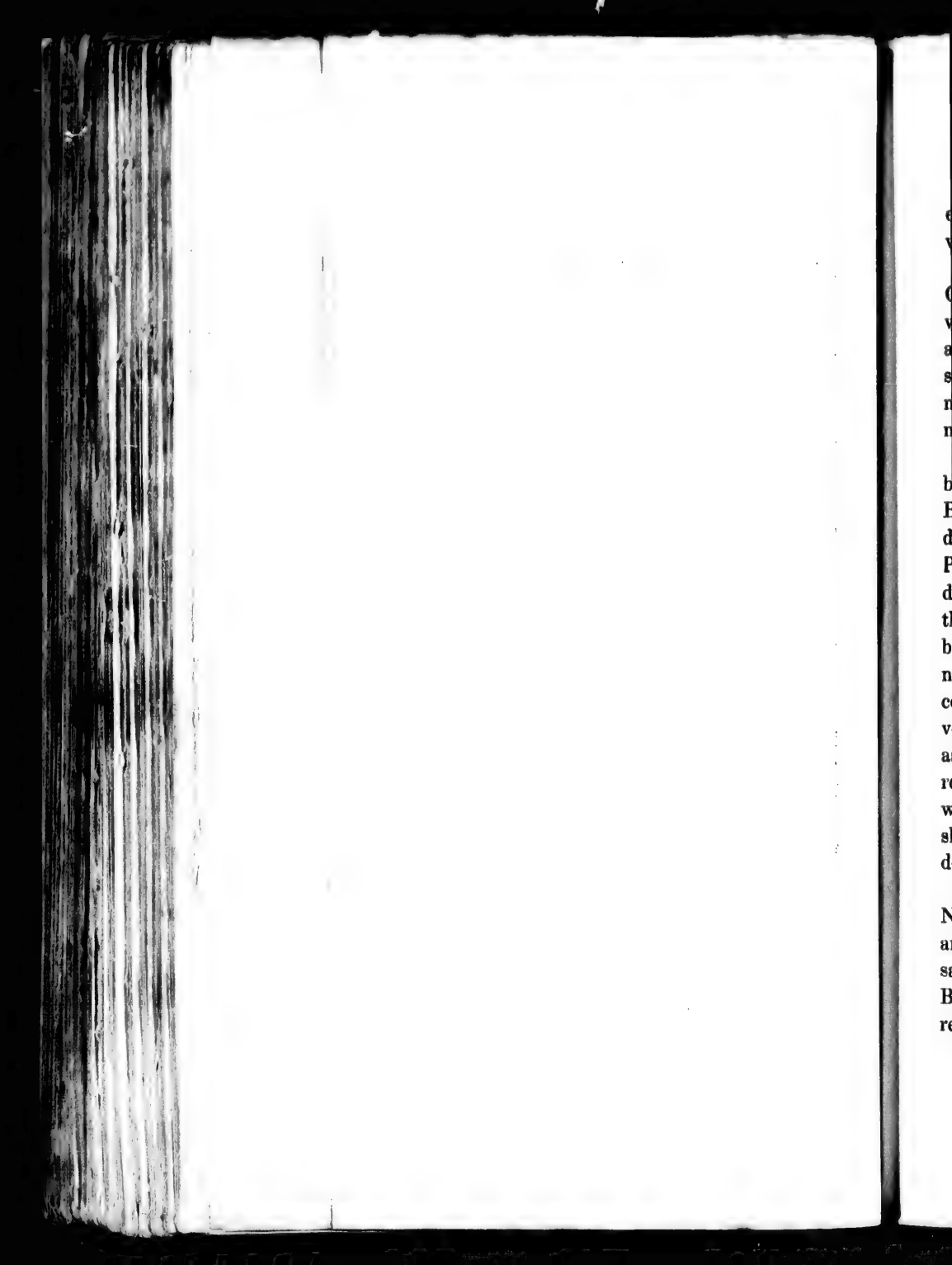
y G. B. Whittaker & Co. Ave Maria Lane London 1837.



every month throughout the summer, if steam-packets were established, in from eight to ten days.

Its extreme length measured, on a curve from Cape Race to Griguet Bay, is about 420 miles; its widest part, from Cape Ray to Cape Bonavista, is about 300 miles, and excluding its broken and rugged shores, the circumference may be stated at 1000 miles; the whole comprising an area of 36,000 square miles.

GENERAL HISTORY.—The history of this island begins, according to tradition, with its possession by Biorn, a *sea king*, or pirate of Iceland, who was driven thither, and is said to have taken shelter near Port Grace Harbour, about the year 1001. It is doubtful, however, whether his party ever colonised the island; if so, perhaps they had become extinct before its second discovery by John Cabot, the Venetian, who obtained a commission, to make discoveries, from Henry VII.; and during his first voyage, 24th June, 1497, observed a headland, which, as a lucky omen, he named *Bonavista*, which name it retains to the present day. Cabot brought home with him three of the natives, who were clothed in skins, and speaking a language which no person understood.

Robertson and Pinkerton were of opinion that Newfoundland was first colonised by the Norwegians, and the latter thought the red Indians degenerated savages from the Norwegian settlers, whom Eric, Bishop of Greenland, went to Winland in 1221 to reform.

Some years ago a party of settlers proceeding up

a river which falls into Conception Bay, observed at a distance of six or seven miles above the bay the appearance of stone walls rising above the surface; on removing the sand and alluvial earth, they ascertained these to be the remains of ancient buildings, with oak beams, and millstones sunk in oaken beds; inclosures resembling gardens were also traced out, and plants of various kinds, not indigenous to the island, were growing around. Among the ruins were found different European coins, some of Dutch gold, considered to be old Flemish coins, others of copper without inscriptions. According to a paper by Capt. Hercules Robinson, obligingly lent me by the late Secretary to the Royal Geographical Society, doubts are endeavoured to be thrown on the antiquity of the buildings, and although the finding of coins of virgin gold is admitted by Capt. Robinson, he asserts that the ruins are probably not older than the settlement of Lord Baltimore. I see no reason to agree with Capt. Robinson's apparently hastily-founded opinions.

The *Newfound* Island, after its discovery by Cabot, was visited by Cotereal, a Portuguese, and Cartier, a French navigator, who reported most favourably on the abundance and excellency of its cod fishery, owing to which it was called Bacalao, the Indian name for that fish. Fishermen were soon attracted from European nations to visit its coasts; still no permanent settlement was made, and the fate of the early attempts at this object were such as, for a length of time, to deter future adventurers. Besides several others, Mr. Hoare, a merchant of London, fitted out a ship, and attempted to pass the winter

there in 1536, but the crew, to avoid starvation, were obliged to resort to the most horrible expedients, and indeed would all have perished had they not luckily found a French ship, in which the emaciated survivors returned to England, giving deplorable accounts of their sufferings. Not deterred by this failure, however, and his own first attempt in 1578, Sir Humphrey Gilbert, the enterprising half brother of the famous Sir Walter Raleigh, having obtained a patent from Queen Elizabeth for six years, granting him possession of 200 leagues round any point he chose to settle on, sold all his estates in England, and fitted out five small vessels, in which he embarked with 200 people in 1583. Sir Humphrey landed in the Bay of St. John's, and took quiet possession of the country, in the presence of a vast concourse of fishermen, being the crews of thirty-six vessels of different nations. This unfortunate adventurer was, however, not destined to realise his hopes; being anxious to take possession of as much country as possible before the expiration of his patent, he proposed to prosecute his discoveries to the south; but his crews mutinied, and part of them returned home: of those who followed him above 100 were lost in a gale, on board of one of the ships, off the Sable Island, or bank, and disheartened by their adverse circumstances, the others insisted on his steering homeward, which Sir Humphrey reluctantly consented to, remarking that he had but suspended his scheme until next spring, "when he would fit out an expedition royally." His ship, however, foundered in a storm on the passage home, and thus

ended this disastrous expedition. Sir Humphrey Gilbert is represented at having been a man of engaging manners, courage, and learning, and much esteemed by Queen Elizabeth.

In 1585, according to our next accounts, a voyage was made to Newfoundland by Sir Bernard Drake, who claimed its sovereignty and fishery in the name of Queen Elizabeth. Sir Bernard seized several Portuguese ships laden with fish, and oil, and furs, and returned to England; but, owing to the war with Spain, and the alarm caused by the Spanish armada, several years elapsed before another voyage was made to the island.

A fresh attempt was made at a settlement in 1610, but this was also abandoned, as well as several subsequent ones. The attempt in 1610 was made by virtue of a patent granted by James I. to the Lord Chancellor Bacon, Lord Verulam, the Earl of Northampton, Lord Chief Baron Tanfield, Sir John Doddridge, and forty other persons, and under the designation of the "Treasurer and Company of Adventurers and Planters of the Cities of London and Bristol for the Colony of Newfoundland." The patent granted the lands between Capes St. Mary and Bonavista, with the seas and islands lying within *ten* leagues of the coast, for the purpose of securing the trade of fishing to our subjects for ever. Mr. Guy, an intelligent and enterprising merchant of Bristol, who planned this expedition, settled in Conception Bay, remained there two years, and then returned to England, leaving behind some of his people to carry on the fishery, the attempt at planting

being laid aside. In 1614 Captain Whitburn was sent out with a Commission from the Admiralty to empannel juries, and investigate the abuses complained of by the fishermen; he held a Court of Admiralty on his arrival, and immediately received complaints from the masters of 170 vessels. In two years from this period, Whitburn was appointed chief over a little colony of Welshmen, formed by Dr. William Vaughan on the south part of the island, named by him Cambriol (now Little Britain), and which he purchased from the patentees. But what may be considered the first permanent colony was established in 1623, by Sir George Calvert, afterwards Lord Baltimore, in order that he might enjoy the exercise of his religion, which was Roman Catholic. The settlers fixed their head-quarters at Ferry Low, spreading by degrees over all the bays in the north-eastern peninsula. Lord Baltimore made his son governor over the colony, which he called *Avalon*; and soon after proceeded thither himself, and it increased and flourished under his management:—how his lordship contrived to set aside the former patentees is not known.

*Avalon* was the ancient name of Glastonbury in Somersetshire, where it is said Christianity was first preached in Britain: Lord Baltimore transferred the name to his new colony under the idea that it was the first place in North America where Christianity was established.

So important did the settlement of this colony now appear to the authorities at home, that we find the commissions directed to the Lord Treasurer, and

others, "to erect a common fishery, as a *nursery for seamen;*" and the first regulation for "governing of his Majesty's subjects *inhabiting* in *Newfoundland*, or trafficking in bays," &c. (a very interesting document) was issued by Charles I., and bears date 1633, *about* which time Lord Falkland sent a colony from Ireland to Newfoundland.

In 1654, Sir David Kirk obtained a grant from parliament of certain lands in Newfoundland, and proceeded thither with a few settlers; at this time, notwithstanding the constant bickerings between our people and the French, who had established a colony at Placentia, there were settlements effected in fifteen different parts of the island, altogether amounting to 300 families: yet, strange to say, that for many years after this the Board of Trade and Plantations did everything in their power to prevent any settlers colonising on the island, and authorised the commission of various acts of cruelty on those who had settled!

Shortly after the accession of King William III., on war breaking out with France, one of the causes for which was set forth that, "of late the incroachments of the French upon Newfoundland, and his Majesty's subjects' trade and fishery there, had been more like the invasions of an enemy than becoming friends, who *enjoyed the advantages of that trade only by permission*[1]." The French settlement was attacked

[1] See conclusion of the section for an exposition of the *exclusive* right of fishing now claimed, and, strange to say, *exercised* by the French.

in September, 1692, by Commander Williams, but owing to the spirited conduct of the French Governor, the expedition succeeded in doing no more than burning the works on Point Vesti. On the other hand, in 1696, the Chevalier Nesmond, with a strong squadron of French ships, aided by the force on the island, made a descent on the town and harbour of St. John; but having totally failed he returned to France. Before the close of that year the French were, however, more successful, for another squadron arriving, under Brouillan, he, in concert with Ibberville, attacked St. John's, which being now short of military stores, and in a very defenceless state, was compelled to surrender. The French, however, did not retain it, but having set fire to the fort and town, sent the garrison on parole to England.

The French admiral appears to have done nothing further, in consequence of a misunderstanding with Ibberville, who commanded the troops, and who followed up his success by destroying all the British settlements, except those of Bonavista and Carbonia Harbour, failing before which, he returned to Placentia.

To retrieve these losses a British squadron, under Admiral Nevil, with 1500 troops, commanded by Sir John Gibson, was dispatched, but the cowardice of one commander, and the ignorance of the other, disappointed the anticipated results; in the meantime the peace of Ryswick put an end to hostilities, by replacing things in the position they were in prior to this war, and Sir John Norris was appointed governor, to see that the stipulations were properly ob-

served. The government of Newfoundland was at this time an object of ambition, and we find it always conferred on some distinguished officer of the royal navy. Many acts of parliament were enacted to regulate the fisheries, conferring privileges on fishing ships, and prohibiting the importation of fish taken by foreigners in foreign ships.

Shortly after the declaration of war against France, in May, 1702, Sir John Leake was dispatched with a small squadron, to take possession of the whole island; and arriving from England in August, he partially effected the object of his mission, by destroying the French settlements at Trepassey, St. Mary's, Colinet, Great and Little St. Lawrence, and the island of St. Peters, and burning the fishing boats; he returned to England at the end of the year with twenty-three prizes.

In the following year Vice-Admiral Graydon, being ordered with a squadron to protect the plantations, arrived off the coast of Newfoundland August 2d: but owing to a fog, which continued with great density for thirty days, his ships were dispersed, and could not be brought together till the 3d of September. He now called a council of war, as to the practicability of attacking the strong hold of the French at Placentia, and it was decided that it would not be prudent to do so with the force at his disposal; on which he returned to England, without effecting more than protecting the trade by the presence of his fleet: the Admiral was severely and justly censured for his conduct.

The miscarriage of Graydon encouraged the French

to attempt the conquest of the whole island; and the garrison of Placentia having been strongly reinforced from Canada, in the year 1705 five hundred men were dispatched under the command of Subercase, and made a resolute attack on Petty Harbour, a port within nine miles of St. John's, where they were repulsed; the French, however, devastated the different settlements, destroyed Fort Forillon, and spread their ravages coastwise as far as Bonavista.

In the year 1706, Captain Underdown, with only ten ships, destroyed many of the French vessels in the harbours along the coast, notwithstanding that the French had as many as ten armed vessels on that station, and by his activity and success gave a severe blow to their trade. Although parliament earnestly entreated the Queen to "use her royal endeavours to recover and preserve the ancient possessions, trade, and fisheries of Newfoundland," little attention was paid to this humble address, the whole disposable force being assigned to the Duke of Marlborough, at that time in the midst of his victorious career. The French, however, notwithstanding their repeated disasters on the continent, still continued to persevere in their endeavours for the expulsion of the English from Newfoundland, and accordingly, St. Ovide, the King's Lieutenant at Placentia, having effected a landing without opposition, or without being discovered, within five leagues of St. John's, attacked and completely destroyed that town, on the 1st of January, 1708.

Costabelle, the French Commander-in-Chief, next directed his force on Carbonia, the only settlement

of consequence remaining in the hands of the English; but on this occasion he was not so fortunate, and was even obliged to abandon the enterprise, after destroying all the buildings within their reach.

The news of this misfortune produced great excitement in England, as the possession of the fisheries had ever been considered a point of immense importance, and an expedition was ordered, under Captain G. Martin, and Colonel Francis Nicholson, to attempt the conquest of the island; but, owing to the strong force of the French, they could effect no more than the destruction of a few fishing stations. From this time until the treaty of Utrecht, the French remained in peaceable possession of Newfoundland: by this treaty, however, the island, as well as the adjacent ones, were declared to belong wholly to Great Britain. The French being allowed to catch and cure fish on certain conditions, and to occupy the islets of St. Pierre and Miquelon, with a garrison of fifty men on each.

The final conquest of all their American colonies in the seven years' war, made the French glad to receive back this privilege again at the peace of 1763. But as the French have now set up an *exclusive* (instead of a *concurrent*) right to a large extent of the coast fishery, and proceeded to drive away, BY FORCE, British vessels engaged in fishing on the very shores of their own island,—which insult and injury our ministers have ignobly submitted to,—I give here the following extracts from the treaties between England and France, from 1713 to 1814; the gross infraction of which, by the latter power, is fully ex-

plained by the Chamber of Commerce at St. John's, who demonstrate that the statesmen, who tamely submit to a continuance of the present monstrous *exclusive* claims of fishery on the British coasts of Newfoundland by the French government, are undeserving the confidence of the English nation, when they are unable or unwilling to protect its rights.

Newfoundland has had a resident governor ever since the year 1728, and amongst the distinguished officers who have held that office we find the names of Rodney, Osborne, Byng, Hardy, Graves, &c. Civil and justiciary courts were early established; and a superior court was added about 1750. In 1832 a representative government was given to Newfoundland, similar to that enjoyed at Nova Scotia.

I now subjoin the following documents relative to the *exclusive* right claimed by the French of fishing on the coasts of our own island.

### DIPLOMATIC NEGOCIATIONS RESPECTING NEWFOUNDLAND.

TREATY OF UTRECHT, 1715.—Art. 13. "The island called Newfoundland, with the adjacent islands, shall from this time forward belong of right wholly to Great Britain; and to that end the town and fortress of Placentia, and whatever other places in the said island are in possession of the French, shall be yielded and given up, within seven months from the exchange of the ratifications of this treaty, or sooner, if possible, by the most Christian King, to those who have a commission from the Queen of Great Britain for that purpose. Nor shall the most Chris-

tian King, his heirs and successors, or any of their subjects, at any time hereafter lay claim to any right to the said island or islands, or to any part of it, or them. Moreover, it shall not be lawful for the subjects of France to fortify any place in the said island of Newfoundland, or to erect any buildings there, besides stages made of boards, and huts necessary and usual for drying fish; or to resort to the said island beyond the time necessary for fishing, and drying of fish. But it shall be allowed to the subjects of France to catch fish, and to dry them on land, in that part only, and in no other besides that, of the said island of Newfoundland, which stretches from the place called Cape Bonavista to the northern point of the said island, and from thence running down by the western side, reaches as far as the place called Point Riche. But the island called Cape Breton, as also all others, both in the mouth of the river St. Lawrence, and in the gulf of the same name, shall hereafter belong of right to the French; and the most Christian King shall have all manner of liberty to fortify any place or places there."

Treaty of Paris, 1763.—Art. 5. "The subjects of France shall have the liberty of fishing and drying, on a part of the coasts of the island of Newfoundland, such as it is specified in the 13th article of the treaty of Utrecht; which article is renewed and confirmed by the present treaty (except what relates to the island of Cape Breton, as well as to the other islands and coasts in the mouth and in the Gulf of St. Lawrence): and his Britannic Majesty

consents to leave to the subjects of the most Christian King the liberty of fishing in the Gulf of St. Lawrence, on condition that the subjects of France do not exercise the said fishery but at the distance of three leagues from all the coasts belonging to Great Britain, as well those of the continent, as those of the islands situated in the said Gulf of St. Lawrence. And as to what relates to the fishery on the coasts of the island of Cape Breton out of the said gulf, the subjects of the most Christian King shall not be permitted to exercise the said fishery but at the distance of fifteen leagues from the coasts of the island of Cape Breton, and the fishery on the coasts of Nova Scotia or Acadia, and everywhere else out of the said gulf, shall remain on the foot of former treaties.

Art. 6. "The King of Great Britain cedes the islands of St. Pierre and Miquelon, in full right, to his most Christian Majesty, to serve as a shelter to the French fishermen: and his said most Christian Majesty engages not to fortify the said islands; to erect no buildings upon them, but merely for the convenience of the fishery: and to keep upon them a guard of fifty men only for the police."

TREATY OF VERSAILLES, 1783.—Art. 4. "His Majesty the King of Great Britain is maintained in his right to the island of Newfoundland, and to the adjacent islands, as the whole were assured to him by the thirteenth article of the treaty of Utrecht; excepting the islands of St. Pierre and Miquelon, which are ceded in full right, by the present treaty, to his most Christian Majesty.

Art. 5. "His Majesty the most Christian King, in order to prevent the quarrels which have hitherto arisen between the two nations of England and France, consents to renounce the right of fishing, which belongs to him in virtue of the aforesaid article of the treaty of Utrecht, from Cape Bonavista to Cape St. John, situated on the eastern coast of Newfoundland, in fifty degrees north latitude; and his Majesty the King of Great Britain consents, on his part, that the fishery assigned to the subjects of his most Christian Majesty, beginning at the said Cape St. John, passing to the north, and descending by the western coast of the island of Newfoundland, shall extend to the place called Cape Raye, situated in forty-seven degrees fifty minutes latitude. The French fishermen shall enjoy the fishery which is assigned to them by the present article, as they had the right to enjoy that which was assigned to them by the treaty of Utrecht.

Art. 6. "With regard to the fishery in the Gulf of St. Lawrence, the French shall continue to exercise it, conformably to the fifth article of the treaty of Paris."

Declaration of his Britannic Majesty.—1. "The King having entirely agreed with his most Christian Majesty upon the articles of the definitive treaty, will seek every means which shall not only insure the execution thereof, with his accustomed good faith and punctuality, but will beside give, on his part, all possible efficacy to the principles which shall prevent even the least foundation of dispute

for the future. To this end, and in order that the fishermen of the two nations may not give cause for daily quarrels, his Britannic Majesty will take the most positive measures for preventing his subjects from interrupting, in any manner, by their competition, the fishery of the French, during the temporary exercise of it which is granted to them upon the coasts of the island of Newfoundland; and he will for this purpose cause the fixed settlements, which shall be formed there, to be removed. His Britannic Majesty will give orders that the French fishermen be not incommoded in cutting the wood necessary for the repair of their scaffolds, huts, and fishing vessels.

"The thirteenth article of the treaty of Utrecht, and the method of carrying on the fishery, which has at all times been acknowledged, shall be the plan upon which the fishery shall be carried on there: it shall not be deviated from by either party; the French fishermen building only their scaffolds, confining themselves to the repair of their fishing-vessels, and not wintering there; the subjects of his Britannic Majesty, on their part, not molesting in any manner the French fishermen during their fishing, nor injuring their scaffolds during their absence.

"The King of Great Britain, in ceding the islands of St. Pierre and Miquelon to France, regards them as ceded for the purpose of serving as a real shelter to the French fishermen, and in full confidence that these possessions will not become an object of jealousy between the two nations; and that the fishery

between the said islands and that of Newfoundland shall be limited to the middle of the channel.

"MANCHESTER."

"Given at Versailles, the 3d September, 1783."

COUNTER DECLARATION OF HIS MOST CHRISTIAN MAJESTY.—"The principles which have guided the King in the whole course of the negociations which preceded the re-establishment of peace must have convinced the King of Great Britain that his Majesty has had no other design than to render it solid and lasting, by preventing as much as possible, in the four quarters of the world, every subject of discussion and quarrel.

"The King of Great Britain undoubtedly places too much confidence in the uprightness of his Majesty's intentions, not to rely upon his constant attention to prevent the islands of St. Pierre and Miquelon from becoming an object of jealousy between the two nations.

"As to the fishery on the coasts of Newfoundland, which has been the object of the new arrangements settled by the two sovereigns upon this matter, it is sufficiently ascertained by the fifth article of the treaty of peace signed this day, and by the declaration likewise delivered to-day by his Britannic Majesty's Ambassador Extraordinary and Plenipotentiary; and his Majesty declares that he is fully satisfied on this head.

"In regard to the fishery between the island of Newfoundland, and those of St. Pierre and Mique-

lon, it is not to be carried on by either party but to the middle of the channel; and his Majesty will give the most positive orders that the French fishermen shall not go beyond this line. His Majesty is firmly persuaded that the King of Great Britain will give like orders to the English fishermen.

"Given at Versailles, the 3d of September, 1783.

"GRAVIER DE VERGENNES."

TREATY OF PARIS, 1814.—Art. 8. "His Britannic Majesty, stipulating for himself and his allies, engages to restore to his most Christian Majesty, within the term which shall be hereafter fixed, the colonies, fisheries, factories, and establishments of every kind which were possessed by France on the 1st January, 1792, in the seas, and on the continents of America, Africa, and Asia, with exception, however, of the islands of Tobago and St. Lucie, and the Isle of France and its dependencies, especially Rodrigues and Les Sechelles, which several colonies and possessions his most Christian Majesty cedes in full right and sovereignty to his Britannic Majesty, and also the portion of St. Domingo ceded to France by the treaty of Basle, and which his most Christian Majesty restores in full right and sovereignty to his Catholic Majesty.

Art. 13. "The French right of fishery upon the Great Bank of Newfoundland, upon the coasts of the island of that name, and of those adjacent islands in the St. Lawrence, shall be replaced upon the footing in which it stood in 1792."

TREATY OF PARIS, 1815.—Art. 11.—"The treaty

of Paris of the 30th of May, 1814, and the final Act of the Congress of Vienna of the 9th of June, 1815, are confirmed, and shall be maintained in all such of their enactments which shall not have been modified by the articles of the present treaty."

In order to elucidate the meaning (if indeed such be required) of the treaties between Great Britain and France, on the subject of an *exclusive* or *concurrent* right of fishing on the Newfoundland coasts, I subjoin here extracts from the treaties on the same subject between England and the United States; and yet, after perusing these explicit documents, some public men affect ignorance as to whether the French had a right to *drive English fishing vessels off the coast of Newfoundland!*

Treaty of 1783.—Art. 3. "It is agreed that the people of the United States shall continue to enjoy unmolested the right to take fish of every kind on the Grand Bank, and all other Banks of Newfoundland, also in the Gulf of St. Lawrence, and at all other places in the sea, where the inhabitants of both countries used at any time heretofore to fish; and also that the inhabitants of the United States shall have liberty to take fish of any kind on such part of the coast of Newfoundland as British fishermen shall use (but not to dry and cure the same on that island), and also in bays and creeks of all other of his Britannic Majesty's dominions in America; and that the American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbours, and creeks of Nova Scotia, Magdalen Islands, and Labrador, so long as the same shall remain

unsettled; but so soon as the same or either of them shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such settlements without a previous agreement for that purpose with the inhabitants, proprietors, or possessors of that ground."

In 1818, the United States' Plenipotentiary knew too well the value of the privileges of fishing on the coasts of our territory not to make it an important branch of his negociations; thus—

"Whereas," says the convention, "differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof, to take, dry, and cure fish on certain coasts, bays, harbours, and creeks of his Britannic Majesty's dominions in America; it is agreed between the single contracting parties, that the inhabitants of the said United States shall have *for ever*, in connection with the subjects of his Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Guiperon Islands, on the shores of Magdalen Islands, and also on the coasts, bays, harbours, and creeks, from Mount Jolly, on the southern coast of Labrador, to and through the Straits of Belleisle, and thence northwardly, indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company."

I think there are many Englishmen who will scarcely credit that any nation dare exclude the

British from fishing *on the shores of their own island*; or that any government (whether it be Whig or Tory) would not immediately determine such an injury and insult, to be no case *for negociation*, but one *for action*. I therefore subjoin the following document, which may be considered official; and entreating its perusal, I would hope the reader will agree with me, before closing this Book, that the subject to which it refers is one of the highest national importance, as regards our maritime power and commerce.

"*Brigus, Newfoundland, 1st November*, 1833.

"SIR,—In May, 1830, the Chamber of Commerce at Saint John's being desirous of asserting our right of fishery on that part of the coast of this island assigned to the French by treaty for the purposes of fishing only, they fitted a vessel, viz. the *Hannah*, with a sufficient crew, and with every requisite for the prosecution of the object above stated, and I was engaged by them to superintend the experiment.

"Furnished with full instructions by the Chamber, I departed for the north coast of the island on the 27th June, and anchored at Croque on the 5th day of July, it being the place selected for the trial, because it was the head quarters of the French Commodore, and having several extensive fishing establishments therein. The Commodore was not arrived at that time, nor did I find any vessel of force in the port.

"I immediately commenced a survey of the harbour, to select a fit situation whereupon to commence operations. Found a deserted fishing room in ruins,

on a low flat island in Irishman's Bay (a portion of Croque Harbour) in front of two considerable fishing establishments, neither of which appeared to have the premises alluded to in possession. Landed on them, and left a notice in writing affixed to the dwelling, that I intended to occupy them for the purposes of the fishery. On the following day they were claimed by Captain Deloram, who was in management of the two establishments alluded to; and I was threatened by him that, if I persisted in holding possession, he would blow me and my men off the rock; and I believed him, for he looked a likely person to put such a threat into execution. Having excited their attention, I accordingly withdrew from thence, and selected a spot of ground at the head of the harbour, near where the Hannah was moored, and on which I caused a stage to be erected. Progressed without any interruption till the 8th, when we went into the south-west arm for the purpose of hauling bait, and were in the act of securing a considerable portion, when we were opposed by a Captain Duprere, who commanded a St. Maloe brig belonging to Monsieur Elbere, merchant, of that port. Duprere did not attempt to dispossess us of the bait, but forbid our attempting to take any more, and stated that he was ordered to do so by Captain Herbert, senior captain of the port, and one possessing the authority of our ancient fishing admirals. Produced an order from him to that effect, as his warrant. Immediately protested against them both, and served them with the same. Sent two boats fishing, which were driven from their anchorage by

French boats dispatched for the purpose by Captain Deloram. They did not attempt to injure the men, but merely weighed their anchors, and ordered them to leave the coast, threatening, if they persisted in fishing, to cut them adrift, and force them to quit. Same day came in the French naval schooner Philomele, of sixteen guns, commanded by Monsieur Lavoe, and anchored some little distance below us. She had not been at anchor many minutes, when the commander came on board to inquire my business. On being told I came to fish, said I must depart. In reply, stated that I came to assert my right as a British subject to fish there, and that nothing short of force would compel me to leave the port. He would see the captains, and send for me in the evening. Sent for accordingly, and I went on board the Philomele, when I met Monsieur Sayers, who had a fishing establishment at Croque. He asserted the exclusive right of the French to that part of the coast assigned them by treaty. I as strenuously insisted on my right, as a British subject, to fish there in common with them, as well as the Americans. This latter remark drew forth from Captain Lavoe first the minister's instructions on the subject of the American fishery on the north-west coast of the island. Denied their right, and were ordered to prevent them by every possible means. His instructions respecting the English fishermen were next produced. Instructed the French commanders not to permit the ingress of British fishermen more than was necessary for the protection or repair of their property in the winter, or during

the absence of the French. That, according to their construction of the treaty, they had an exclusive right to the fishery on that coast, or that part of the island set apart to their use; therefore they were to be particular with those tolerated by the merchant captains, and to make them understand that they were suffered to reside amongst them, and to fish, not as a matter of right, but as an act of courtesy: and with regard to all other British subjects, they were, by every means in their power, to prevent their acquiring a right to fish on the coast; and in the execution of the instructions on that head, they were to be governed by the instructions relative to the Americans, viz. not to use compulsion in the first instance, but a gentle opposition, and an intimation to depart, which hitherto had been found sufficient, but if the parties were obstinate, then force was to be resorted to, in order to effect their departure.

"He then went into instructions relative to a salmon fishery at Cod Roy, in which a merchant of the name of Hunt [1] was interested. That his men were in possession of it, and, although within the limits of the French coast, maintained themselves in their post by beating off the crew of a French vessel, sent expressly from France to possess themselves of it the previous year. That, since seeing me in the morning, he had seen the captains, who were unanimous in their determination to prevent my crew from fishing, and therefore he could not sanction my doing so: that I was not to attempt it again.

[1] Mr. A. Hunt, of Dartmouth.

That he should not attempt to remove me from the harbour; that I might remain as long as I pleased: he could not be so uncivil to any Englishman who came in his way. Was particular in expressing his opinion that I had not any right, and that they were determined to prevent any boats from fishing, as often as they attempted it.

"I of course desisted from any further effort, but waited on the commander of the Philomele with my protests against Monsieur Deloram and others who had opposed me. He declined receiving them, and read the copy of a letter which he had addressed to the senior captains, directing them to prevent the Hannah's crew from fishing at Croque, or any other part in the French shore.

"The number of ships employed this season by the French in this fishery were 266 in all, viz.—From Grainville, 116; St. Maloe, 110; Pampol and Bennick, 30; Havre, 4; Nants, 6. Total, 266 from 100 to 350 tons burthen, having 51 men and boys each, amounting in the whole to 13,566, one tenth portion of whom were boys. This number surpassed considerably the governor's estimate, a very good reason for which was assigned to me by the French gentleman from whom I received the information. Each establishment had two, some four cod seins, from sixteen to thirty fathoms deep, and two hundred fathoms long. Their capelin seins were from twenty-one feet to fifty in depth: two were held by each establishment. The cost of a cod sein crew amounted for the season to 6,000 livres, and the catch thereof to 1,200 quintals.

"The allowance of each man for the season, commencing at the first day of May, and ending on arrival in France, on or about the first day of November, 35 lbs. pork, 35 lbs. butter, $3\frac{1}{2}$ cwt. bread, 40 lbs. peas, 6 gallons of brandy, $\frac{3}{4}$ tierce cyder, in all equal to about 8*l.* sterling; boat-masters, or principal men, are paid about 10*l.* as wages, an ordinary fisherman 7*l.*, and boys 3*l.* less; a sum equal to 2*l.* 10*s.* allowed on each as a bounty by their government [1].

[1] The statistics of the Cod Fishery of France for 1832 are thus given by Mr. Young, of Nova Scotia, in his valuable work on the Fisheries, the perusal of which I recommend to all who take an interest in this important subject. "Amount of Premiums or Drawbacks on this Fishery, 20,000,000 fr. Mercantile Seamen of France in 1816, 8,000; in 1826, 10,000; 1827, 11,000; 1829, 12,000; 1830, 10,000; 1831, 7,414. Premiums of 400 francs up to 1,100 and 1,200 francs *a man* had been granted. Average of five years' quantity of cod taken by the French in Newfoundland, St. Pierre, and Miquelon, 245,000 quintals: of these 27,000 have been sent direct to French Colonies in the West Indies, and beyond the Cape of Good Hope; 17,000 to Spain, Portugal, and Italy; 150,000 have been consumed in France; and the remaining 29,000, after being brought to France, have been re-exported to the Colonies; 40 francs (33*s.* 4*d.*) as a bounty, had been granted on every quintal of cod fish transhipped to the Colonies. On cod valued at about 25 francs (24*s.* 10*d.*) intrinsically in France, the premium on re-exportation now stands at 24 francs (20*s.*). On cod sent direct from the Colonies to foreign ports in the Mediterranean, 12 francs (10*s.*): on re-exportation from France to foreign ports in the Mediterranean, or in passing the frontier by land into Spain, 10 francs (8*s.* 4*d.*) per quintal."

"In 1829 their catch of fish amounted to 350,000 quintals—45 quintals for each person employed—an average catch and good voyage.

"At that period their bounties were extremely liberal; therefore, supposing the merchants were allowed on each man employed 60 livres, or 50*s*. each on 13,566 men, 33,915*l*.

| | | | |
|---|---|---|---|
| "That they caught in the season, for their catch was partial . . . | 450,000 quintals. | | |
| Of which was consumed in France, and no bounty granted on it . . | 150,000 | | |
| | 300,000 quints. for bounty. | | |
| Viz. Shipped to Martinique at 20 livres per quintal bounty, or 16*s*. 8*d*. sterling . . . . . | 120,000 quintals | | 100,000 |
| Ditto to Italy and Spain, at 5 livres, 4*s*. 2*d*. sterling . . . . . | 180,000 | ditto | 37,000 |
| | 300,000 | ditto | £171,415 |

171,415*l*. sterling paid in bounty, besides materials granted the fishermen in addition.

"In fact, the fishery is for the purpose of training seamen for their navy, and consequently is a national undertaking, rather than the pursuit of private individuals [1].

[1] See the report of the French Minister of Marine for 1829.

" The object of the voyage having been thus far advanced, I departed from Croque on the 20th July for Domino, on the Isle of Ponds La Brador, and on my return from thence again anchored at Croque on the 9th September, after having visited several of the harbours between it and Cape Quirpoon.

" The Philomele schooner and a ship of war were at anchor when I entered—visited the commander of the former, and reported my return to fish: I was referred by him to the Commodore, and arranged to call on him at ten o'clock the following morning.

" At seven, Captain Lavoe came alongside with the Commodore's compliments, inviting me to meet him at breakfast at nine, on board the Hebe, which proved to be a small thirty-two gun frigate.

" At nine, went on board, was received, and treated handsomely, but would not be permitted to fish—indeed there were not any to be caught at that time on the coast.

" On the afternoon of the 12th, again waited on the Commodore to deliver to him, in writing, the object of my mission, and to receive from him a copy of his instructions relative to British fishermen, which he had promised on my previous visit.

" I required of him to receive my protests against Monsieurs Herbert, Duprere, and Deloram, declaring at the same time, that they had been previously tendered to Captain Lavoe, of the Philomele—he refused receiving them, saying, he had not any instructions. I pressed him, as a public officer, to receive them, declaring I conceived it to be a part of his duty to

do so,—' No, we had our courts and public offices, apply to them.' I again declared that I considered it his duty as a public officer, and also as a magistrate, to notice my application, and inquired if a Frenchman had a protest to make would he receive it ?—' Yes, but that was different, you must go to your own courts—we take cognizance only of offences between French subjects, and are not amenable to your courts, neither are you to ours.'

" I inquired if he had been present at my first visit, would he have opposed my fishing ? He replied, ' I cannot now say what I would have done; but suppose if I had not opposed there would be plenty of English vessels here next season, which would never do.' He then entered into the affair at Cod Roy respecting the salmon fishery, stating that Mr. Hunt's men beat off the French crew with their fish, and declared he would find means to punish them if they did so again. I replied that Mr. Hunt's men were salmon fishers, and that the French had not any right to that branch of the fisheries; ' No comprehend what you say'—in fact, he would not, therefore I retired from the interview, and on the following morning abandoned all further attempt at a fishery there, and shaped my course towards St. John's, where I arrived a few days after.

" From the numerous interviews I had with the merchants and the naval commanders, it was apparent that they considered the cod fishery on that coast as their own, and that they would not consent to any competition, unless an equivalent were granted

them: hence the orders issued by the ministers, the copy of which, handed me by the Commodore, was similar to that displayed by Captain Lavoe:—viz. *That the Americans were to be driven from the coast, and the British not to be countenanced in greater numbers than were necessary for the security of the French property in the winter.* The absolute right of salmon fishery did not appear to be so strenuously insisted on as that of the cod; indeed from the contest at Cod Roy, immediately within their own limits, and the evasive reply of the Commodore on the question respecting it, together with other circumstances, it did not appear to me, that they considered they had any right to the brooks, or the shores of the harbours, other than that of catching and curing cod fish thereon.

"To the soil they had not any claim, further than that portion necessary for the purposes of their fishery. To insure sufficient space for that purpose they have invariably selected the best and most capacious situations in each harbour, and by occupying the whole front, preclude the possibility of any other person approaching the situation selected for this scene of their business.

"The coast abounds with timber of very excellent description for the purposes of the fishery. The land is good, for the most part producing every species of grass spontaneously, and in great abundance, free from bogs, and not a rush to be found on it or any portion of it. Indeed I could not discover any that could be deemed marshy, or at all approaching to it.

"A long period has since elapsed without any

benefit resulting to this community, as the fruit of the expedition, which was sent forth at some considerable expense to the merchants at St. John's.

(Signed) "Wm. Sweetland."

"To Geo. R. Robinson, Esq. M.P. London."

The practical effect of the claims enforced by the French of exclusive rights on our coast, and which as justly may be claimed on the coast of Sussex, is the virtual cession of the larger and better half of Newfoundland to France, for from Cape Ray to the Quirpon Islands, not ten British settlers are to be found, although the land is well adapted for cultivation and pasturage.

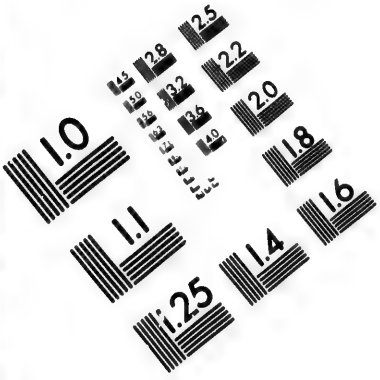
It remains to be seen whether the vital interests of the nation are still to be subservient to party purposes and disgraceful petty squabbles. If a Cromwell now wielded the destinies of Albion, there would be no necessity to spend months and years in consulting law officers,—the British flag would have been protected by its artillery, and woe to the Frenchman or American who dare to insult it; indeed, I am ashamed of being necessitated to print the foregoing humiliating facts, and so will every true Briton be to read them.

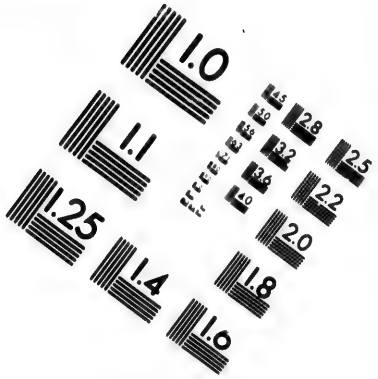
## CHAPTER II.

PHYSICAL ASPECT—COAST LINE—HARBOURS—ISLANDS—LABRADOR COAST—GEOLOGY AND CLIMATE.

LITTLE is known of the interior of this vast island, which stands on an immense bank, in length 600 miles, with a breadth of about 200 miles, with soundings varying from twenty-five to one five fathoms; the base being a mass of solid rock, with abrupt fissures, &c. There are apparently two banks, the outer one lies within the parallels of 44° 10′ and 47° 30′ north latitude, and the meridians 44° 15′ and 45° 25′ west longitude, with soundings from 100 to 160 fathoms. This bank appears to be a continuation of the Great Bank, and a succession may be observed the whole way to Nova Scotia.

Newfoundland is in shape nearly triangular, the apex thereof being to the northward, and the base extending east and west from Cape Ray to Cape Race. Like the Nova Scotia shores, and for a reason similar to the one given under that chapter, the coast is everywhere indented, at intervals of two or three miles, by broad and deep bays, innumerable harbours, coves, creeks, and rivers. The island all round is rocky (with pebbly beaches), generally covered with wood down to the water's edge, and with some lofty headlands on the south-west side.

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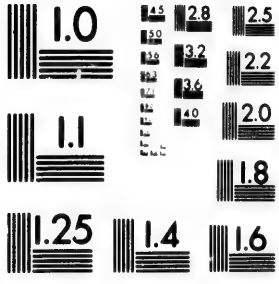


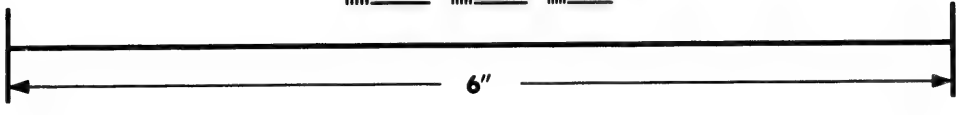

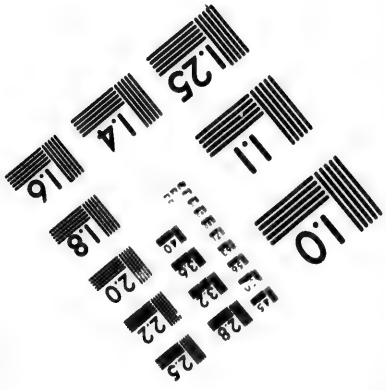


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Beginning at the south-east part, Newfoundland is formed into a peninsula of twenty-six leagues in length, and five to twenty in breadth, by two large bays, the heads of which are separated by an isthmus not exceeding four miles in width. This peninsula has five large bays, and several smaller ones, and is that part of the island named by Sir George Calvert, afterwards Lord Baltimore, Avalon.

To the north of Avalon, and on the eastern side of the island, lies Trinity Bay, between 47° 55′ and 48° 37′ north latitude. This bay nearly divides the old province of Avalon from the rest of Newfoundland; separated from the Bay of Bonavista by a narrow neck of land; it has on the north side Trinity Harbour, Ireland's Eye, and Long Harbour; to the south-west, Bull's Bay and Islands, and Tickle Harbour; to the south Chapel Bay; to the east and north-east Heart's Delight, Heart's Content, &c.; and from thence through the Harbours of New Pelican and Old Pelican, we pass Break-heart Point, leading to the Point of Grates.

Round this point, about three miles from Conception Bay, lies the small Island of Baccalao, an insulated rock, where an extraordinary number of birds congregate to hatch their young—these are called Baccalao birds; and from their continual scream being heard a considerable distance at sea, and serving as a warning to mariners during the constant fogs, the different governors (in former years) have issued proclamations imposing severe penalties on such as should molest them.

Conception Bay ranks as the first district in New-

foundland, not only from its numerous commodious harbours, coves, &c., but from the spirit and enterprise of its inhabitants. Harbour Grace is the principal town of this district; Carbonear, or Collier's Harbour is the next in importance, but its harbour, though spacious, is not considered at all seasons secure; besides these there are several considerable settlements, as far up the bay as Holy Rood, formed by the deep inlets, separated by perpendicular rocks, which run out into the sea for two or three leagues, though they are not a mile in breadth. The scenery on this part of the coast is majestic, wild, and calculated to strike the beholder with awe.

According to the journal with which I have been favoured by the Royal Geographical Society, it is stated, that on the 10th of September, the Favourite arrived off Harbour Grace, in Conception Bay, after sailing along 'a nice English-looking coast, studded with many fishing establishments.' Harbour Grace is a good port; and the town is considerable, and of a respectable appearance. Conception Bay, in which it is situate, is the richest and most populous country district in Newfoundland, containing altogether about 25,000 inhabitants. They are distributed in a number of small towns, or fishing and agricultural hamlets; near another of which, Port de Grave, a remarkable basin is hollowed out in the cliffs by the action of frost, or the more certain operation of time, in decaying the slate clay, of which the rocks are composed. First a circle is entered, twenty feet wide by twenty high: and beyond is the basin itself, which is about 300 feet in circumference, and surrounded

by perpendicular rocks 120 feet in height, with a border of dwarf spruce at top. At one corner a little exit, among broken masses of rock, carries off the superfluous water; the depth near the centre of the cavity is about fourteen feet. On leaving Harbour Grace, Captain Robinson observes, 'I have been much pleased with my visit to this port. The harbour is good, and though the space between the end of the bar and the north shore is rather narrow, a large ship, well handled, may beat through or back and fill in and out with the tide. Approaching the town from the northward you pass a large house surrounded by some considerable trees, which has an English appearance; as has also the little town, with its parsonage in the centre of a pretty garden, and weather-beaten church, bearing an antique, un-Newfoundlandish air.'

On the eastern side of Conception Bay there are several islands, amongst which is Bell Isle (six miles long), so called from the shape of a remarkable rock close to its western side. This island is distant from Harbour Grace about twelve, and from Portugal Cove about four miles; and the soil, consisting of a loose deep black earth, is so extremely fertile as seldom to require manure [illegible]le wheat yields twenty-fold, potatoes fifteen, and [illegible]ats, hay, and vegetables thrive remarkably well. Portugal Cove is the only settlement of any consequence on the east side, but unlike most other positions it has no safe harbour, and only an open roadstead, rendered dangerous for the fishing craft in bad weather.

The Cape of St. Francis, the eastern boundary of

Conception Bay, is distant seven leagues from St. John's Harbour; four leagues lower is Torbay, a fishing station; and three leagues further is St. John's. The harbour is one of the best in the island, being formed between two mountains, the eastern points of which leave an entrance, called the Narrows.

From the circumstance of the harbour being only accessible by one very large ship at a time, and from the numerous fortifications and batteries erected for its protection, St. John's is a place of considerable strength. The Narrows, which is the only assailable part, is so well guarded that any vessel attempting to force an entrance would be inevitably sunk. There is a signal post on the top of a lofty hill, on the right of the entrance of the Narrows, which telegraphs to the town the arrival of every vessel that passes, where from, and the length of passage. There are about twelve fathoms water in the middle of the channel, with tolerably good anchorage ground. The most lofty perpendicular precipices rise to a considerable height upon both sides, but the southern shore has rather the greater altitude, only from a comparison with the opposite rocks. There is a light shown every night at Fort Amherst on the left side side of the entrance, where there is also a signal post, whence the ships that pass are hailed and signals made to the hill before-mentioned, which repeats them to the Government House and the Town: other batteries of greater strength appear towering above the rocky eminences towards the north. At about two-thirds of the distance between

the entrance, and, what may properly be termed the harbour itself, there lies a dangerous shelf, called the Pancake, opposite the Chain Rock, so named from a chain which extends across the strait at that place, to prevent the admission of any hostile fleet. Mariners on entering the place ought to beware of approaching too near the rocks, on the larboard-hand inside the light-house point. In addition to the fortifications already noticed, there are several other strong fortresses upon the heights around the town, so as to render the place perfectly secure against any sudden attack.

Fort Townshend is situated immediately over the town, and was the usual residence of the governor. During the government of Sir Thomas Cochrane a new house, offices, &c. have been erected for the accommodation of his Excellency, the first estimate for which was under *nine thousand pounds*, but there is reason to believe the actual cost of the buildings amounts to little less, if not full, fifty thousand pounds! A precious legacy for successive governors, and to the colony a monument of extravagance and folly. Fort William is more towards the north; and there is also a small battery perched on the top of a single pyramidical mount, called the Crow's Nest.

The south-east limits of St. John's Bay is formed by Cape Spear, about four miles from the Narrows. Petty Harbour is a fishing station of some importance, as is also the Bay of Bulls about seven leagues from the mouth of the harbour. This last is difficult of access on account of some sunken rocks,

but once in vessels are landlocked and will ride in safety. About thirty miles from St. John's is Cape Broyle Harbour, and Ferryland; these with Aquafort, Fermews, and Renews Harbour, all fishing stations, are the only settlements of any consequence on this part of the coast as far as Trepassy Bay.

Cape Race, from the south-east point of Newfoundland, in 46° 43′ north latitude, and 52° 49′ west longitude. About twenty leagues to the south-east of which are the Virgins or Cape Race rocks, so much dreaded by mariners[1]; at the same distance to the westward are two points frequently mistaken for Cape Race in approaching the land from the southward. From the latter, called on this account Mistaken Point, to Cape Ray, the coast is indented by harbours and coves, and also lined with a vast number of small islands, and here the fishing is carried on to a great extent, the soundings fifty or sixty leagues from the shore never exceeding 100 fathoms.

Trepassey Bay (formerly called Abram Trepaza), which has a large secure harbour and excellent anchorage, lies about seven leagues north-west of Cape Race, Biscay Bay being to the north-east, and Sailing Bay to the north-west. Six miles from the latter is Cape Pine, and further north-west Cape Freels and Blackhead, leading to St. Mary's Bay. A con-

[1] The Virgin Rocks have been recently surveyed by one of his Majesty's vessels, and their position accurately laid down. There is said to be four fathoms water on the shoalest, on which however, in bad weather, a vessel would soon be dashed to pieces.

siderable fishery is carried on in the coves and harbours indenting this bay, which receives the Salmon River. Colinet Harbour is separated from Conception Bay at Holy Rood, by an isthmus only four or five leagues broad.

Placentia Bay, which is about sixty miles deep and forty-five broad, lies between Cape St. Mary and Cape Rouge, which are fifteen leagues apart. It is very spacious, with several rugged islands near its head. The port and town of Placentia lie on the eastern side; and the chief harbour, which can only be entered by one ship at a time, affords anchorage for 150 vessels. North Harbour is situated at the upper extremity of Placentia Bay, the western side of which contains many harbours, the principal of which are Marasheen Island, Ragged Island, and Mortier's Rocks. From the head of Placentia Bay to Trinity Bay, there is a small low isthmus, not more than three miles in length, across which the fishermen during the time the French had possession, hauled their skiffs over ways laid for the purpose; it is this isthmus which connects the peninsula of Avalon with the main body of the island. The French paid much attention to their settlement on the east side of Placentia Bay, which they strongly fortified with the hope of driving the English entirely from the fisheries of Newfoundland.

May Point terminates the peninsula which separates Placentia Bay from Fortune Bay. From May Point to Cape La Hune is seventeen leagues, and in this place lies Fortune Bay (sixty to seventy miles deep, and twenty to thirty broad), which receives

several rivers from the island lakes, and contains many harbours, the principal of which is Fortune Harbour, on the eastern side. St. Pierre and Miquelon Islets, which our *wise* statesmen ceded to France in 1814, lie off the mouth of Fortune Bay: they are high and rugged. St. Peter's has a harbour, which is the rendezvous of the French ships, and the residence of the governor. Along the south side, from Cape La Hune, are several bays and islands named after some striking incidents; thus, to the eastward, are Devil's Bay, Bay of Rencounter, Mast Head Cape, Burgio Island, &c.

Cape Ray forms the north-east entrance of the river St. Lawrence, from whence to Anguille, or Eel Cape, the coast is wild and dangerous, having but one harbour, called Little Harbour, about five miles from Cape Ray; the Great Cod river disembogues itself between those two capes. Round Eel Cape the coast trends to the north-east as far as St. George's Harbour, which lies in a deep bay of the same name, into which several rivers, emerging from the lakes in the interior, empty themselves. To the north-west of St. George's Harbour is an isthmus called Port au Port; from this part attempts have been made to explore the interior of the island with greater success than elsewhere, and it is found to be mountainous, and to abound in rivers, extensive lakes, and grassy plains.

Bay of Islands is formed of three arms, through which the rivers empty themselves. One of these, called the Humber, is the most considerable yet discovered, its course having been traced for 114 miles

to the north-westward, where it issues from a cape of ten leagues in length. In this bay are several islands, named Pearl, Tweed, Harbour Island, &c.

From Bonne Bay, which has also rivers communicating with the lakes inland to Point Rich, there is no harbour but that called Ingornachoix Bay, which contains Hawke's Harbour and Port Saunders. To the north, round Point Rich, is Saint John's Bay, which receives the waters of Castor's River. Beyond Point Ferolle, the northern boundary of Saint John's Bay are a few inconsiderable inlets along the straits of Belleisle, which separate Newfoundland from the adjoining coast of Labrador, and are in length about fifty miles by twelve broad; the coast is not indented. Cape Norman, twenty leagues beyond Point Ferrole, is the north-west point of Newfoundland, and has on its east side a large bay called Pistolet Bay, bounded by Burnt Cape. We next come to Quirpon Island and Harbour, the northern point of Newfoundland, with Griquet Bay and Saint Anthony's Harbour. Hare Bay is a deep gulph, the bottom of which intersects the island for two-thirds of its breadth at this point, branching off into innumerable bays and coves, sheltered by lofty hills. From this harbour to White Bay, and thence to Cape St. John, the coast is indented at short distances by commodious and much-frequented harbours, (Packet Harbour is the southerly limited station on the north-east shore where the French were allowed to catch and cure their fish, and from which the English are now *excluded*.)

The Bay of Exploits, which is of great extent, contains a vast number of Islands, and a thriving

settlement called Twilingate. The river Exploits, which connects the Red Indian Lake with the ocean, is about seventy miles long; its navigation is obstructed by several rapids, some of which run at the rate of ten miles an hour. There are important salmon fisheries carried on in both these bays and rivers. Gander Bay is much of the same description, and has also a flourishing settlement.

From Cape St. John to Cape Freels, the whole coast is one uninterrupted continuation of ledges, shallows, islands, and rocks; but affording excellent fishing grounds.

Bonavista Cape and Bay contains several islands, the most valuable of which are Green Pond Islands. It has also many small bays, such as Indian, Loggerhead, and Bloody Bay; besides Barrow Harbour, Keels-King's Cove, and Bonavista, and several other bays and harbours uninhabited.

South of Bonavista is Catalina Bay, containing Ragged Harbour, which concludes the circuit of the island; of the interior it may be said that lakes, rocks, marshes and extensive alluvial savannahs, or plains, with occasional elevations, form its general features. There are also some mountains, but of their actual position, extent, or height, we as yet know nothing.

*Labrador Coast.*—We know yet less of this vast wild and sterile region than of the adjacent island of Newfoundland, to whose Government it belongs. It may be said to extend from 50 to the 61st degree of north latitude, and from 56 (on the Atlantic) to 78

(on Hudson's Bay) west longitude, the prevailing features being rocks, swamps, and mountains.

Previous to entering the straits of Belleisle, there are several good harbours on a rocky shore, but in the straits the coast is iron bound. Nullatarlok Bay, in 59° north latitude, is surrounded by high mountains which are covered with moss, alder, birch, and various shrubs and plants, and when visited by the Moravian Missionaries[1] in July, the valleys were grassy, and enamelled with a great variety of flowers. The rocks were slaty, easily splitting into plates of from four to eight feet square. At Nachvak Bay the sea was clear of ice in the middle of July, and the magnificent mountains around afforded to the missionaries a most enchanting prospect. Oppernavik, lying between the 60th and 61st degrees north latitude, is not far distant from Cape Chudleigh, where the coast, which was hitherto north, now trends to

[1] These excellent and truly Christian people have several settlements on the inclement shores of Labrador; the principal station is at Nain, on the north shore, to which the brethren send a vessel every year laden with provisions, &c. At Nain, there are four missionaries; Okkak, three missionaries; Hebron, five missionaries; and Hopedale, four missionaries. The total number of brethren is twenty-nine; and there are 895 Esquimaux converts, of whom about 320 are communicants. I most earnestly recommend the Moravian mission to the support of every Christian—of every philanthropist—and every man whose heart beats high on witnessing noble efforts for the enlightenment of the most degraded portion of our species. Nothing but the purest Christianity could enable the Moravian missionaries to dwell in Labrador. (See Climate).

the south-south-west, forming Ungava Bay. The river Kangertluksoak, in latitude 58° 57′ north, is about 140 miles south-south-west of Cape Chudleigh. The estuary of the Koksoak lies in 58° 36′ north latitude, at the distance of about 650 miles from the Moravian station Okkak, and is as broad as the Thames at Gravesend.

Some distance up the river is a bay, surrounded on all sides by gently rising ground, well wooded with trees of moderate size. A fine slope extends for about half a mile, bounded on each extremity by a hill. The land is described by the Moravians as level and dry, well watered by several rivulets issuing from the woods, in which were found various European plants and flowers,—different kinds of shrubs, such as junipers, currants, &c., and grass and trees in abundance. The missionaries were informed that further west no wood grows along the coast. This is the only obtainable information of the Labrador coast, whose geology is thus described in the document with which I have been favoured by the Geographical Society.

Geology.—The prevailing rock on the Labrador coast is gneis. On this at Lanse à Loup, a bed of old red sandstone is super-ground, about 200 feet thick, and extending above half a mile inland. Here also, as on every other part of the coast of Labrador visited by the Favorite, the appearance of the cliffs, and of the land near them, and the rolled masses inland, which have evidently been exposed to the action of the sea, seem to prove that this has considerably receded. The sandstone is generally red

and white, in alternate stripes, and presents a remarkable mural front to the sea. Near the surface it was strongly marked with iron. The whole of the rock was composed of white quartz and yellow felspar; and the grains were generally as fine as oatmeal, though occasionally coarser, even to the extent of half an inch in diameter. Both coarse and fine bear marks of being a mechanical deposit, being perfectly distinct, without the least appearance of amalgamation; only a few exceptions occurring to this remark.

Over the red sandstone was a thin stratum of red compact felspar, containing vegetable impressions, and also horizontal. Above this were varieties of secondary limestone, arranged in parallel strata several feet thick, and full of shells. Detached masses of primitive limestone were also found; and a few miles from the shore the secondary formations generally disappeared, leaving gneis and mica slate on the surface.

North of Cape Charles on the Labrador coast the land falls back to the westward, and the shore changes its character, becoming shoal, and running off in flats; whereas to the southward it is bold and abrupt. The prevailing rock, however, is still gneis, containing numerous veins of granite, from a few inches to many feet in thickness, the constituent parts being highly crystallized plates of grey mica four or five inches in diameter, very transparent quartz, and finely reticulated white felspar. The diameter and dip of the gneis rock is here, as elsewhere on the coast, to the north-west, and at an angle of nearly 65 degrees.

It is coarse and dark, hornblende taking the place of mica; and frequently very light greyish felspar forming the chief constituent. Where this occurs, the face of the hill has a remarkable spotted appearance. On one of the islands which here skirt the coast, a large bed of primitive greenstone was found, forming a range of hills resting on the gneis, and appearing to have the same direction. On the western part of these islands also the gneis gives place to mica slate, this commencing beyond the above mentioned range of greenstone, which appears to mark the line of demarcation between them. The mica slate then predominates through all the islands and shores examined to the westward of this point:—viz. to the Mealy Mountains in Sandwich Bay, a distance of about thirty-five miles. In some places crystals of garnet are very abundant in it: and in others considerable beds of granite were found, of confused appearance, and in which quartz and felspar predominated. The Mealy Mountains are the highest land on this coast, and were computed to be about 1484 feet high, covered nearly to the top with wood, notwithstanding the severity of the climate. They are of mica slate, with a dark, fine-grained formation of the same, resembling basalt, at their base. The general rock is coarse grained. At the foot of these mountains were also found beds eight and ten feet thick, and large rolled masses, of a remarkable conglomerate rock, of which the basis was composed of grains of mica, quartz, and felspar; and the imbedded masses were large rounded pebbles of quartz, mica slate, felspar, horneblende, granite, and gneis. The

whole was so hard as to be with difficulty broken, striking fire under the hammer. The imbedded fragments were all water-worn [1].

The geology of the contiguous island of Newfoundland is of the same features as that on the Labrador coast. The former abounds, it is said, with minerals of various sorts. The oldest inhabitants assert, that Conception Bay contains mines of several sorts. At the head of Chapel Cove there is a coal mine: a lime kiln was erected in that neighbourhood some years back, and worked with tolerable success. There is said to be an iron mine on the northern side of Belleisle, and another at Harbour Grace; and many of them affirm that there is a copper mine near St. John's, which has actually been worked by Cornish miners brought out for that purpose. There is also a quantity of that mineral called marcasite, copperas stone, and horse gold, (and which some of the earlier discoverers mistook for the genuine metal,) found about Catalina Harbour. Coal has been found on the banks of the Humber, and there are excellent gypsum quarries near Cape Ray. Although a large part of the island consists of plains studded with rocks, and termed "*barrens*," there is a considerable extent of alluvial soil capable of growing wheat and other grains. Springs of fresh water everywhere

[1] The current sets generally, perhaps ten months out of the twelve, to the southward along the coast; the tides rise six feet to the northward; about four to the southward. The prevailing winds are from west-south-west to north-west; there is less fog than further south, and the Straits of Belleisle were frozen over.

abound, d the island is well adapted for the pasturage of horned cattle on an extensive scale.

CLIMATE.—The climate of Newfoundland varies according to the locale of the island, whether north or south; and the weather, although severe, is less fierce than that of Lower Canada; while, during a long winter, the brilliancy of the Aurora Borealis, and the splendid lustre of the moon and stars give peculiar beauty to the atmosphere. The most remarkable feature connected with Newfoundland is the fogs on its banks and neighbouring shores.

The fogs of the Gulf of St. Lawrence are attributed to the *coldness* of the gulf waters, which is believed to be constant a few feet below the surface as well as at great depths; every gale of wind brings this cold water to the surface, by which the temperature of the air is reduced below the dew point, at which suspended vapours become visible and precipitated. Those on the Banks of Newfoundland are most probably caused by the cold deep water flowing from the Poles to the Equator, being forced to the surface there in consequence of the interruption given by the banks to its course towards the southward. The surface water on the Great Bank is many degrees colder than the surface of the neighbouring sea, and much less than that of the gulf stream, which is within a short distance.

The fogs on the Banks of Newfoundland, and even in the Gulf of St. Lawrence, are sometimes so dense, that in fine, almost calm weather, with the sun shining over head, two vessels pass each other unseen, while the voices of persons talking can be heard

from either ship. The fog appears to lie on the surface of the water, for when near land, an observer from the mast head may descry it quite distinctly, while on deck no object within a few yards distance is visible. The fogs are not generally attended with rain, but the decks are often kept wet, and the higher masts and rigging collect the condensed moisture of the atmosphere in large drops.

In the early part of summer, when the waters have not acquired a temperature approaching that of the air, a peculiar mirage is observable off Newfoundland and in the Gulf of St. Lawrence; during its early existence the line of trees with which the hills are covered, seem raised much above the level of the rest, resembling a lofty hedge row; this, however, is soon lost, as all the trees apparently attain the same height, giving the appearance of an immense table, stretching from hill to hill; the shores in the meantime assume the semblance of a great wall, and the island seems girt with a similar inclosure, or bounded with precipices all round; their tops also look flat like tables, and the small islands often assume a flower-pot shape. Dr. Kelly observed one instance in the river St. Lawrence, where the islands of Bic and Bicquette appeared to join—their wooded tops to meet, leaving an arch, beneath which the waters seemed to flow. On the beach the spray seems to rise in foam to the tops of these imaginary cliffs, while the houses, &c., attain a similar height. Ships, according to their distance, present different elevations, sometimes rising to twice their real height, at others the masts reach only a few feet from the deck;

sometimes the upper sails seem double—a second set being seen at a considerable height above the first—while again a second vessel's hull, sails and all, is seen above the first; but in no instance is inversion observed, and the object thus refracted is always visible to the naked eye. The fogs do not appear to be injurious to health. The longevity of the inhabitants is indeed the best proof of the salubrity of Newfoundland; in no country is old age attended with greater bodily vigour and mental animation. There are instances of fishermen 100 years of age being actively employed in the arduous duties of their calling.

The Archdeacon of Newfoundland thus describes his feelings during a tour through part of the island in winter.

'We pitched for the night near the Bay of Eastbrook. A description of the process of making our temporary place of rest for this night may suffice for the description of our similar arrangements during the week. The snow being at least ten feet deep, a rude shovel is first cut out of the side of some standing tree, which is split down with a wedge made for the purpose. Snow does not adhere to wood as it does to an iron shovel, consequently a wooden shovel is preferable for the purpose of shovelling out the snow. The snow is then turned out for the space of eight or ten feet square, according to the number of the company which requires accommodation. When the snow is cleared away, quite to the ground, the wood is laid on the ground for the fire. About a foot of loose snow is left in the cavern round the fire. On this the spruce or fir branches, which break off

very easily when bent hastily back downwards, are laid all one way, featherwise, with the lower part of the bough upwards. Thus the bed is made. Some of these boughs are also stuck upright on the snow against the wall of snow by the side of the cavern, and a door or opening is left in the wall of snow for the bringing in during the night the birch-wood for burning, which is piled up in heaps close by for the night's supply, that any who may be awake during the night may bring it in as it is required. Here the traveller lies with no covering from the weather, or other shelter than the walls of snow on each side of his icy cavern and surrounding trees may supply. Of course as the laborious exercise during the day is sufficiently heating, and he is unwilling unnecessarily to increase his burden, he has no great coat or cloak for wrapping up at night. A yellow fungus which grows on the wich-hazel supplies tinder to the Indian, who is never without flint and steel, and he is remarkably expert in vibrating moss and dry leaves and birch bark rapidly through the air in his hands, which, soon after the application of a spark, ignite, and make a cheerful blaze. One who passes a night in the woods in the winter must halt by four P.M., for by the time the hole in the snow is dug, and a sufficient number of trees are felled, and cut up to serve for the supply of fuel for the night, it will have become dark. One of these resting-places, in which the snow was deeper than usual, reminded me of a remarkable sight which I had witnessed at Bermuda. There the sand, which was driven by the wind from a neighbouring bank or shoal, was making such rapid

encroachments on the cedar groves, upon a certain part of the main, that several cedars were covered nearly to their tops by the sand which was gradually accumulating about them, clogging their branches, and threatening eventually to cover them. Here, as the fire melted our cave away, and enlarged our chamber of ice, branches of verdant spruce, fresh as when first covered in October and November, came forth to view several feet below the surface of the snow, as the cedar branches were observed to do from the sand in Bermuda.' * *

This philanthropic clergyman proceeds to say—

'The Indians dress their venison on skewers of wood, which they stick in the ground around the fire. They plaited for me a basket-like mat, of small spruce boughs, to serve as a plate. In this they served me the deer's heart, as the most delicate part of the animal. The intense cold made the trees crack, with a report, in the silence of the night, as though struck with an axe; my watch also, under the same influence, became of little use, a most serious inconvenience when traversing the country in a season when the days are so short, and a little miscalculation may occasion the traveller's being benighted before he is prepared. * *

'*Tuesday, April* 7.—The whole three of us were affected with a gritty, gravelly sensation in the eye, and were, at length, completely deprived of the power of sight. Our provisions too over which the Indian who was cook, had, with the usual improvidence of his race, not been sufficiently economical, were just out. In a country which abounds with game, and

in which it is so difficult to travel even without any burden, none think of carrying provisions for more than a day or two into the interior with them; but neither the pilots nor I could now see sufficiently to use a gun, or bear indeed to look upwards. The Indian did try, but he came back without success, although he met with many fresh tracks of deer, and heard many partridges, and in the course of the night, deer had evidently passed within twenty yards of our retreat. It became so thick, moreover, that, had we been ever so little affected with snow-blindness, we could not have seen more than a few yards, and could not consequently have made any way in an unknown country. Our Indian guide, while he was in search of deer, nearly lost all track of us, when, our allowance of food becoming exceedingly scanty, our situation seemed likely to be very deplorable. All Tuesday we rested in our icy chamber. * *

'Some natural tears may have mingled with the water which the acrid vapour from the smoke of the damp wood (for it now rained) forced from my eyes, as I thought of the probable anxiety of my dear wife, and of the likelihood that all my dreams of future useful labours in the church might be thus fatally dissipated. It was at length hinted by the Indian, that my dog might make a meal; and it is as much that they may serve in such a season of extremity, as for any fondness which they have for the animal, or use they generally make of them, that Indians are usually attended by dogs of a mongrel breed. Had my Indian pilot known the coast, we

might have got to some Indian wigwams in White Bear Bay, but he did not like to attempt reaching that bay. * *

"*Wednesday*, 8.—This morning, on finding the weather still thick, I divided the bread-dust and crumbs, all which now remained of our provisions, not amounting altogether to more than two biscuits, into three parts, and gave a part to each of my guides, reserving a like share for myself; and, as I had not the patent apparatus with me for extracting bread from saw-dust, though I saw the danger which must attend our moving in such thick weather, and blind as we all were, I perceived that we must either make an effort to return, or must starve where we were. I proposed, therefore, to the Indian pilot, that we should try to return to the spot where we had left so much venison buried. At first he hesitated; but at length he agreed that we should attempt it. A black gauze veil, which I had kept over my eyes when the sun was at its height, and the resolution to which I had adhered of not rubbing my eyes, had preserved me, perhaps, from suffering so much from sun-blindness as my companions. Maurice Louis, the Indian, would open his eyes now and then to look at my compass; we could not see for fog more than 100 yards; he would fix on some object as far as the eye could reach, and then shut his eyes again, when I would lead him up to it. On reaching it he would open his eyes again, and we would, in the same manner, take a fresh departure. * * By forced marches,—the snow now being soft, and nearly the entire distance to be travelled in rackets, in conse-

quence of which we could not make the same expedition which we did as we came along,—we were providentially enabled to reach by seven or eight P.M. the same places at which we had halted at four each day on our outward march. Thus, a degree of labour, that of digging and clearing, to which we were now quite unequal, was spared us on our way back. The small quantity of biscuit to which we were now reduced, led me to advise my companions not to eat any quantity at a time, but to take a piece of the size of a nutmeg when hunger was most craving. We did, indeed, gather each day on our return, about as many partridge berries as would fill a wine-glass a-piece. These we found very refreshing and nutritive. Having been ripened in the fall of last year, and been sheltered under the snow all the winter, they were, now that the snow had melted away from them, like preserved fruit in flavour, and resembled a rich clarety grape." * *

On the coast of Labrador the winter is extremely severe, the thermometer often falling 30° below the freezing point, and although the houses of the Moravian Missionaries are heated by large cast iron stoves, the windows and walls are all the winter covered with ice, and the bed clothes freeze to the walls; rum is frozen in the air as rapidly as water, and rectified spirits soon become thick like oil. From December to June the sea is so completely frozen over that no open water is to be seen. Some of the missionaries ventured once in February to visit some Esquimaux, forty miles distant, and although wrapped in furs, they were nearly destroyed; their eyelids

froze together in such a manner that they were continually obliged to pull them asunder, and by constant rubbing prevent their closing; one of them had his hands frozen, and swollen like bladders. The few summer months on this coast are extremely hot, the thermometer rising to 86° of Fahrenheit, when swarms of musquitoes infest the air; the climate is not, however, insalubrious.

ANIMAL KINGDOM.—Of the animals, some are of European extraction, the others are native, and, except the dog so celebrated [1], common to all the northern regions of British America: the domestic animals appear to thrive well in summer, but in a great measure depend on their owners for subsistence through the winter. Among the wild animals, deer are the most valued, on account of their size, number, and utility; these being undisturbed in the interior, multiply exceedingly. There are also bears, beavers, otters, foxes, hares and martens found in great abundance, and furnish profitable employment to the hunters and furriers.

It is said that Newfoundland contains none of those venomous animals or insects which infest other countries, except the gnat, a *mosquito* which during the summer months is extremely troublesome in or near the woods. Domestic poultry succeeds very well; land and water wild fowl are found in great abundance, particularly bustards, wild geese, and wild or eider ducks; partridges, snipes, plovers,

[1] The genuine black Newfoundland dog, so sagacious and so faithful, is becoming very scarce in the island.

curlews, and blackbirds are also in great abundance, as well as eagles, kites, hawks, ravens, and jays.

The partridges are like ptarmigans (of an excellent flavour), larger than those in Europe, and always perfectly white in winter. The most remarkable of the sea birds which visit the coast of Newfoundland are, the lord and lady of the teal kind, the saddle-back, gull, tinker, razor-bill, the loon, whabby, and ice bird.

Besides the great staple of the island, fish (see commerce), the numerous lakes and ponds which abound produce divers kinds of excellent trout, and eels of a great size; the lobsters are uncommonly large and equally good, and the muscles better flavoured than in Europe. There are no oysters, but lance, herrings, mackerel, and salmon are in great abundance; besides these, plaice, sole, hallibut, and thornback are found on the coast. The capelin, which is perhaps the most delicious fish in the world, arrives periodically in such shoals, as to change the colour of the sea, near the coves and beaches, and two persons may easily fill a common sized boat in a couple of hours. This fish remains on the coast about six weeks, and is considered the best bait for cod. The herrings also arrive in the spring and autumn in prodigious shoals. The salmon fisheries are thus described in the Missionaries' Journal:—

"Went this week to visit the salmon fisheries, which are upon the main gut (at Sandy Point). Three or four families reside there. One night, as some of the people and an Indian boy were going out just at the rise of high tide, five canoes in all, to

spear trout and eels, I joined them in the excursion. It employed us till an hour or two after midnight. The scene was an animating one. A brilliant moon hung over the hills, which were finely wooded, to the very cliffs and sand at the edge of the water. Bunches of birch bark were packed together, a dozen in each packet: these were stuck one at a time, as required, into a stick which was cleft at the top to let in this rude flambeau, to which a light was applied. The stick with the ignited birch bark was then put upright at the bow of the canoe; there, also, the man stood up, most insecurely balanced, as would seem, with his *nighok*, or eel-spear, a pole cleft at the bottom, with a spike inserted. This, on his striking a fish of any size, would open, and admit it till the spike perforated it, and then closing upon it, would press it, and prevent its escape. The sandy or stony bottom of the river in the shallows (for in deeper water this sport cannot be pursued) was seen as clearly as in the day, and every fish in it. The fish seemed at least bewildered, if not attracted by the light; and the quickness of eye, and adroitness of the man who used the nighok, impelling, as he did, the canoe with the thick end, and every now and then reversing it to strike, were surprising. He struck successfully at eight out of ten of each of the fish at which he aimed, and shook them off into the boat with a sudden turn of his arm, which left him at liberty to strike at two fish within a second or two. He kept his balance, also, with great niceness, when he seemed to have poised himself so far over the side of the light canoe, that

he must, it seemed to me, have gone overboard, or capsized our crank bark. The light of the flambeau in the other canoes, as they came round the projecting points of leafy green, and the shade, as we again lost view of them behind the trees or rocks in the distance, was most imposing. Four hundred trout were thus speared in the canoe in which I was: some of them were of such a size, that they would have been taken, as they frequently are, in the salmon nets. In the five canoes, above 1000 were taken in little more than two hours. I had the curiosity to weigh six of them, which together weighed twenty-two pounds, and had a barrel of this night's catch salted, that I might take them with me to St. John's."

Potatoes and cabbages are the most valuable productions of the island, growing in plots or gardens attached to the fishermen's houses. Turnips, carrots, parsnips, peas, radishes, and most garden roots yield abundantly. Red, black, and white currants, gooseberries, and strawberries, grow in great perfection; and a smaller kind of strawberry is found wild in the woods: raspberries grow everywhere, and that species of cherry called the Kentish comes to great perfection; other sorts, as well as damsons, grow abundantly in favourable seasons: besides these, apples and pears are sometimes raised in perfection.

The plains are almost covered with low stunted bushes, which bear a great variety of wild berries. The snake root, capilaire, and *wisha capucoa*, are indigenous; when in blossom, the latter plant is beautiful.

It is made by the inhabitants into a decoction, and used after the manner of tea, and said to be extremely wholesome in spring. Another remarkable plant found in the woods is the *Suracinia*, a full description of which is given in Dr. Thornton's Temple of Flora. Sarsaparilla is also found in the island.

The swamps abound with a great variety of reeds and flowers, many of the latter extremely beautiful, such as wild roses, violets, &c.; but the season for enjoying them is short, for they all come together, and last but a few weeks, which gives rise to the saying common in Newfoundland, "a short feast and a long famine."

The timber grown on the island, though generally of no great magnitude, is rendered very useful for the purposes of the fishery, and vessels of considerable size, varying from 60 to 200 tons each, are built chiefly with native wood. The juniper (or hecma-tic) witch hazel, black birch and black spruce are the most esteemed for these purposes: the common fir is not esteemed for building, but very well adapted for casks and other common uses in the fishery.

Kelp is abundant all round the coast, and, with other sea-weeds, is used for manure. Zoophytes, or animal flowers (forming the link between the animal and vegetable kingdom), may also frequently be met with.

## CHAPTER III.

POPULATION—GOVERNMENT—FINANCES—COMMERCE—SHIPPING, IMPORTS AND EXPORTS—FISHERIES—COD AND SEAL—VALUE OF DITTO—PROPERTY—SCHOOLS—THE PRESS—SOCIAL STATE, &c.

In consequence of the extensive fisheries carried on along its coasts, the population of Newfoundland necessarily fluctuates, and it is difficult to obtain an exact census. In 1806 the number of mouths were estimated at 26,505. I have obtained two more recent censuses, the one for 1822 from the House of Commons' Library, the other for 1827-8 from the Colonial Office.

POPULATION OF NEWFOUNDLAND IN 1822-3, AND IN 1827-8.

| Districts. | 1822-3. | | | 1827-8. | | | |
|---|---|---|---|---|---|---|---|
| | Males. | Females. | Total.* | Males. | Females. | Total. | Representatives. |
| St. John's, North | 8014 | 4995 | 13009 | 8958 | 6207 | 15165 | 3 |
| Conception Bay | 11130 | 7670 | 18800 | 10271 | 7588 | 17859 | 4 |
| Trinity | 2517 | 1784 | 4301 | 3017 | 2136 | 5153 | 1 |
| Bonavista | 2500 | 1678 | 4178 | 2684 | 1987 | 4671 | 1 |
| Twillingate and Fogo | 1830 | 975 | 2805 | 2181 | 1366 | 3547 | 1 |
| Bay Bulls | 445 | 367 | 812 | 650 | 490 | 1140 | 1 |
| Ferryland | 699 | 607 | 1306 | 1151 | 825 | 1976 | |
| Trepassy and St. Mary's | 230 | 192 | 422 | 496 | 351 | 847 | 1 |
| Placentia | 2217 | 924 | 3141 | 2017 | 785 | 2802 | 1 |
| Burin | 1134 | 524 | 1658 | 1512 | 608 | 2120 | 1 |
| Fortune Bay | 1030 | 695 | 1725 | 1680 | 1128 | 2808 | 1 |
| | 31746 | 20411 | 52157 | 34617 | 23471 | 58088 | 15 |
| Add for persons distributed along many distant parts of the coast, which those taking the census could not visit ... ... ... ... ... | | | | | | 2000 | |
| | | | | | | 60088 | |

* King's troops, 340. Supposed to be underrated.

In 1822, marriages, 516; births, 1675; deaths, 735.
In 1827, marriages, 442; births, 1879; deaths, 696.

It will be readily conceived, by the great disproportion in number of births over the deaths, how rapidly the population is increasing. Mr. Brooking is of opinion that the population is now not far from 75,000.

A more complete census than either of the foregoing was taken in 1825, and for which I am indebted, along with other documents, to the firm of Robinson, Brooking, & Co. It is thought that in all the southern districts the population has *decreased* since the peace, but in the neighbourhood of St. John's, where the soil is more fertile, and where there is a more abundant stock of capital afloat, population has increased.

POPULATION OF NEWFOUNDLAND, AS PER CENSUS TAKEN IN THE YEAR 1825.

| Districts. | Masters. | Men Servants. | Mistresses. | Women Servants. | Children under 15. | Directors. | Total. | Of the foregoing Protestants. |
|---|---|---|---|---|---|---|---|---|
| St. John's | 1842 | 1461 | 1819 | 565 | 5631 | 2767 | 14025 | 4600 |
| Bay Bulls | 93 | 104 | 93 | 38 | 446 | 20 | 793 | 56 |
| Ferryland | 243 | 116 | 232 | 15 | 708 | 184 | 1498 | 167 |
| Trepassy and St. Mary's | * | * | * | * | * | * | 800 | 400 |
| Placentias | 368 | 1400 | 318 | 145 | 1440 | 201 | 3872 | 2900 |
| Burin and Mortier | 144 | 574 | 107 | 93 | 421 | — | 1339 | 676 |
| St. Lawrence | 39 | 136 | 37 | 24 | 129 | — | 365 | 100 |
| Fortune Bay | 715 | 810 | 663 | 334 | 1484 | 317 | 4323 | 4000 |
| Conception Bay | 1420 | 3770 | 1390 | 2355 | 5990 | 1701 | 16626 | 8300 |
| Trinity Bay | 765 | 740 | 769 | 113 | 1100 | 15 | 3502 | 3000 |
| Bonavista and Greenspond | 228 | 1426 | 317 | 504 | 1856 | 180 | 4511 | 3384 |
| Fogo and Twillingate | 269 | 1000 | 466 | 24 | 999 | 347 | 3105 | 2300 |
| Total | 6131 | 11537 | 6211 | 4210 | 20204 | 5732 | 54759 | 29877 |

* Not distinguishable.

Allowing for passengers, 960, the total would be 55,719.

The marriages within the year were 500, the births 1,800, and the deaths 750.

The number of French *on our own coast* of Newfoundland, and *from which*, thanks to the supineness of the British Government, *Englishmen are excluded*, is said to amount to 12,000.

When Newfoundland was first visited after the general discovery of the continent of America, it was found to contain two distinct races of men—the one termed *Red Indian*, the other the Esquimaux: both are now almost extinct; the former perhaps entirely so, as recriminating hostilities were waged between them and the early settlers, who shot and speared each other whenever an occasion presented itself, the narration of which would unnecessarily swell the bulk of this history, without attracting the attention of the general reader. Some Red Indians appeared at a creek in Exploits Bay during the past summer, but their number was small.

The destruction of the Red Indians was not, however, owing solely to the Europeans, but, in fact, mainly to the exterminating war carried on against the former by the Mic-Mac Indians, who arrived in the island in considerable numbers from Nova Scotia and Cape Breton.

From an interesting female of the Red Indians, named Mary March, who was taken to St. John's after her husband was shot at the Bay of Exploits in 1818, a vocabulary of the language used by the aborigines was collected by Captain Hercules Robin-

son before referred to; the most prominent words of which were as follow :—

*Arms*, memayet. *Arrow*, dogemat.
*Boy*, bukashamesh. *Breast*, begomot. *Boat* or *vessel*, adothe. *Blood*, izzobauth. *Bite*, bashudite. *Body*, haddabothie. *Back*, possont.
*Clothes*, ihingyam. *Codfish*, bobboosoret. *Cat*, abidesook. *Canoe*, japathook. *Come hither*, kooret. *Cold*, moidewsee. *Chin*, toun.
*Deer*, osweet. *Dog*, mammasmeet. *Duck*, boodowit. *Dancing*, budiseet.
*Eye*, givinya. *Egg*, debine. *Eat*, odvit. *Eyebrow*, marmeuck. *Elbow*, moocus. *Ear*, mooshaman.
*Fire*, woodrat. *Feathers*, abobidress.
*Girl*, emamooset. *Go out*, enano.
*Hand*, memet. *Hair*, dronna. *House*, mammateek. *Heart*, begodor. *Husband*, zathrook. *Head*, keauthut gonothin. *Hatchet*, thingaya.
*Ice*, ozeru. *Indian (red)*, bœothick. *Iron*, mowazeenite.
*Knee*, hodamishit. *Kiss*, widumite.
*Leg*, aduse. *Lip*, coish. *Lie down*, bituwaite. *Leaves*, madyna.
*Man*, bukashaman. *Mouth*, mamesook. *Moon*, kius *and* washewiush.
*Nose*, geen. *Nails*, quish. *Neck* and *throat*, iedesheet.
*Oil*, emet.
*Rain*, bathue. *Rat*, gadgemish.
*Shoes*, moosin. *Smoke*, besdic. *Seal*, bedesook. *Spoon*, adadiminte. *Sleep*, isedoweet. *Sword*, bedi-

soni. *Salmon*, wasemook. *Swimming*, thoowidgee. *Singing*, awoodet. *Shoulders*, momezemethon. *Sorrow*, corrasoob.

*Teeth*, bofomet outhermayet. *Tickle*, kaduishnite. *Thank you*, thine. *Tongue*, memasuck. *Thunder*, barodiisick. *Thumb*, pooeth.

*Woman*, amamoose. *Water*, ebautho. *Watch*, ruis. *Wife*, osuk. *Walk*, woothyat. *Wind*, gidgeathue. *Wolf*, moisamadrook. *Wood*, adiab.

NUMBERS.—*One*, gathet. *Two*, adasic. *Three*, shedsic. *Four*, abodoesic. *Five*, nijick. *Six*, bigadosic. *Seven*, odosook. *Eight*, odoosook. *Nine*, yeoth odue. *Ten*, theant.

The Esquimaux, who are thinly scattered on the Labrador coast, are similar to the Greenlanders; the language of the latter affording a dialect for the former. In summer they live in tents prepared like those of the Greenlanders, but in winter their habitations are constructed in a different manner: choosing a large drift of snow, the Esquimaux digs a hole in it corresponding with the dimensions of the intended house; pieces of snow, three feet long, two in breadth, and one foot thick, are then cut and placed in the form of an arch over the hole; instead of a window an aperture is cut in the arch, and a slab of clear ice admits sufficient light; the entrance to the dwelling is long, winding, and very low, and another slab of thick ice forms the door. In the middle of the house is an elevation of snow 20 inches high, covered with skins, and used as the sleeping place. Such is the extraordinary construction of

an Esquimaux's dwelling for nine months of the year.

Every reader is acquainted with the Esquimaux sledges, drawn by dogs, who are attached by thongs of unequal lengths to a horizontal bar, an old dog leading the way ten or twenty paces a-head, directed by the driver's whip, which is often 24 feet long. It is not a little singular, that when one of the dogs in harness rec ives a lash, he generally bites his neighbour, and the bite then goes round.

It is very probable that the number of the Esquimaux on the Labrador coast, notwithstanding the exertions of the philanthropic Moravians, are rapidly decreasing.

GOVERNMENT.—The island affairs are administered by a House of Assembly, consisting of 15 members, chosen by the people, to which is added a Legislative and Executive Council, after the manner of Nova Scotia. The qualification for an elector is universal household suffrage; that of a representative, being a householder of two years' standing.

The laws are in English, and administered by Circuit Courts. There is no militia in the island, and the police are few in number.

MILITARY ESTABLISHMENT.—Return of the numbers and distribution of the effective force, officers, non-commissioned officers, and rank and file, of the British army, including Colonial corps, in each year since 1815, including artillery and engineers.

| Years. | Officers present, or on detached duty at the Stations. | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Lt. Colonels. | Majors. | Captains. | Lieutenants. | Ensigns. | Paymasters. | Adjutants. | Qr. Masters. | Surgeons. | Assist. Surg. | Sergeants. | Drummers. | Rank and File. |
| 25 Jan. 1816 | 1 | 1 | 8 | 8 | 6 | — | 1 | 1 | 1 | 2 | 27 | 17 | 450 |
| 1817 | — | 1 | 3 | 7 | — | — | — | — | — | 2 | 19 | 9 | 350 |
| 1818 | 1 | — | 2 | 7 | 1 | — | — | — | — | 2 | 15 | 8 | 251 |
| 1819 | 1 | — | 2 | 4 | 3 | — | — | — | — | 2 | 15 | 4 | 281 |
| 1820 | 1 | 1 | 2 | 3 | 3 | — | — | — | — | 2 | 10 | 4 | 229 |
| 1821 | — | 3 | 1 | 2 | 2 | — | — | — | — | 2 | 10 | 4 | 212 |
| 1822 | — | 3 | 2 | 4 | 2 | — | — | — | — | — | 11 | 5 | 241 |
| 1823 | — | 3 | 1 | 3 | 2 | — | — | — | — | — | 11 | 3 | 234 |
| 1824 | 1 | 1 | 4 | 2 | 2 | 1 | 1 | — | 1 | — | 14 | 8 | 277 |
| 1825 | 1 | 2 | 3 | 5 | 3 | — | — | — | — | 1 | 18 | 7 | 377 |
| 1826 | 2 | 1 | 3 | 7 | 3 | — | — | — | — | 1 | 17 | 7 | 333 |
| 1827 | 2 | 1 | 1 | 6 | 2 | — | — | — | — | 1 | 14 | 7 | 316 |
| 1828 | 1 | 1 | 2 | 7 | 1 | — | — | — | — | — | 14 | 7 | 411 |
| 1829 | 1 | 1 | 2 | 7 | 1 | — | — | — | — | — | 14 | 7 | 332 |
| 1830 | 1 | 1 | 3 | 6 | 1 | — | — | — | — | 1 | 18 | 6 | 311 |
| 1st Jan. 1831 | — | 1 | 5 | 6 | 1 | — | — | — | — | 1 | 18 | 8 | 291 |
| 1832 | — | — | 5 | 5 | 1 | — | — | — | — | — | 15 | 8 | 265 |
| 1833 | 1 | — | 4 | 8 | 2 | — | — | — | — | 1 | 19 | 9 | 292 |

FINANCE.—The revenue is derived from Custom duties amounting to about 15,000*l.* per annum, and licenses 1,000*l.*; the receipts and expenditure, together with the Parliamentary grant (now abolished) were for a series of years thus :—

| Years. | Revenue. | | | Expenditure. | | |
|---|---|---|---|---|---|---|
| | Gross Revenue. | Parliamentary Grants. | Total. | Civil. | Military. | Total. |
| | £. | £. | £. | £. | £. | £. |
| 1822 | 9174 | | 9174 | 11960 | 11851 | 23811 |
| 1823 | 14296 | | 14296 | 11750 | 14061 | 25811 |
| 1824 | 12679 | | | | | |
| 1825 | 12447 | | 12447 | | | 18552 |
| 1826 | 14793 | 10821 | 25614 | | | 30260 |
| 1827 | 18843 | 11451 | 29494 | 30025 | | 30025 |
| 1828 | 15666 | 11500 | 27166 | 26092 | | 26092 |
| 1829 | 14554 | 11261 | 25615 | 25303 | | 25303 |
| 1830 | 14750 | 11261 | 26011 | 27671 | | 27671 |
| 1831 | 17956 | 11261 | 29217 | 29376 | | 29376 |
| 1832 | 13225 | | | | | |
| 1833 | 15782 | | | | | |
| 1834 | | | | | | 27000 |

The disbursement was in 1831—

*Civil Department.*—9,594*l.*, including 3,000*l.* salary of the Governor; 700*l.* Chief Secretary; 300*l.* Surveyor-General; 300*l.* Colonial Agent, and 4,498*l.* Customs establishment.

*Judicial Department.*—6,225*l.*, including Chief Justice's salary, 1280*l.*; two Puisne ditto, 700*l.* each; Attorney-General, 450*l.*; Sheriff, 513*l.*; Clerk of the Supreme Court, 400*l.*; Judge of the Labrador Court[1], 700*l.*; Clerk and Sheriff of ditto, 350*l.*; Judge of the Vice-Admiralty Court, 500*l.*

*Police Establishment.*—1000*l.*, namely, Chief Magistrate, 360*l.*; two Police ditto, 320*l.*; and nine Constables, 320*l.*

[1] The Labrador Court was abolished by an Act of the Colonial Legislature during the past year.

*Ecclesiastical Establishment.*—440*l.*, of which the Archdeacon receives 300*l.* The remainder is made up with contingencies in the Civil, Judicial, and other departments. The island is now required to defray its whole expenditure, without any Parliamentary grant: but before such conditions were instantaneously carried into effect, reduction should have been made in the offices and salaries named in England; or the people of the colony, who are now required to bear all the burthens, should have been allowed to make out their expenditure according to their means.

COMMERCE—SHIPPING.—Newfoundland has been rightly considered as a most important colony by reason of its valuable fisheries, and the hardy race of seamen who are trained up in that useful pursuit. It would be beyond the limits assigned me to go far back into the trade of this colony: my object is to show its present condition, and for this purpose a few of the latter years is sufficient.

The following return shows the progress since 1822[1].

[1] The falling off in the tonnage, and consequently in the fisheries, since the French and Americans have frequented our coasts, is thus seen:—

| | IMPORTS. | | | EXPORTS. | | |
|---|---|---|---|---|---|---|
| Years. | Ships. | Tons. | Men. | Ships. | Tons. | Men. |
| 1815 | 930 | 126562 | 7163 | 880 | 122653 | 6920 |
| 1816 | 763 | 101675 | 5769 | 788 | 103633 | 5981 |
| 1817 | 716 | 93803 | 5394 | 735 | 93570 | 5422 |
| 1818 | 560 | 70963 | 4012 | 465 | 61768 | 3382 |
| 1820 | 638 | 87114 | 5005 | 719 | 82360 | 4792 |

| INWARDS FROM | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Year. | Gt. Britain. | | British Col. | | Forgn. States. | | Total Inwards. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1822 | 297 | 38167 | 274 | 20818 | 178 | 22037 | 749 | 81022 |
| 1823 | 289 | 39813 | 254 | 21015 | 201 | 23650 | 753 | 84478 |
| 1826 | 279 | 35196 | 295 | 24594 | 277 | 33316 | 851 | 93406 |
| 1827 | 279 | 37595 | 268 | 22417 | 239 | 30368 | 786 | 90380 |
| 1829 | 275 | 38608 | 319 | 27507 | 197 | 24915 | 791 | 91030 |
| 1830 | 286 | 39856 | 321 | 26363 | 221 | 28204 | 828 | 94423 |
| 1831 | 274 | 37577 | 385 | 30643 | 218 | 20349 | 877 | 96569 |
| 1832 | 268 | 36265 | 362 | 27881 | 215 | 25783 | 845 | 89929 |
| 1833 | 251 | 35171 | 419 | 33287 | 222 | 26784 | 892 | 95242 |

| OUTWARDS TO | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Year. | Gt. Britain. | | British Col. | | Foreign States. | | Tot. Outwards. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1822 | 146 | 17457 | 281 | 24299 | 321 | 38859 | 748 | 80615 |
| 1823 | 116 | 12238 | 272 | 25725 | 353 | 42569 | 741 | 80532 |
| 1826 | 171 | 19770 | 326 | 30557 | 328 | 40223 | 825 | 90550 |
| 1827 | 164 | 20182 | 311 | 33114 | 291 | 35667 | 776 | 88963 |
| 1829 | 147 | 17766 | 350 | 36544 | 278 | 34883 | 775 | 89193 |
| 1830 | 158 | 19054 | 357 | 37610 | 284 | 35718 | 799 | 92382 |
| 1831 | 181 | 21764 | 432 | 43159 | 223 | 27575 | 836 | 92498 |
| 1832 | 167 | 20221 | 430 | 39113 | 199 | 25111 | 796 | 84445 |
| 1833 | 151 | 18515 | 450 | 42327 | 244 | 30118 | 845 | 90960 |

A more detailed view of the shipping employed with different countries as transmitted to the Custom House is thus shown :—

Year ended 5th January, 1833.

| | Inwards. | | | Outwards. | | |
|---|---|---|---|---|---|---|
| | No. | Tons. | Men. | No. | Tons. | Men. |
| United Kingdom..... | 245 | 34322 | 1969 | 150 | 18280 | 1110 |
| Guernsey and Jersey ..... | 6 | 849 | 53 | 1 | 235 | 12 |
| British West Indies ..... | 54 | 5490 | 356 | 73 | 7796 | 503 |
| British North America ... | 363 | 27522 | 1535 | 371 | 33748 | 1867 |
| Foreign, British vessels | 132 | 16276 | 1017 | 183 | 22137 | 1413 |
| Europe Foreign vessels | 5 | 565 | 40 | — | — | — |
| United British vessels... | 68 | 7938 | 451 | 29 | 3515 | 206 |
| States. Foreign vessels . | 5 | 849 | 42 | — | — | — |
| Madeira..... | — | — | — | — | — | — |
| Azores ..... | 5 | 458 | 27 | 6 | 458 | 26 |
| Brazils..... | 2 | 415 | 23 | 23 | 3896 | 235 |
| Gibraltar ..... | 2 | 275 | 14 | 6 | 739 | 44 |
| St. Pierre ..... | 3 | 112 | 12 | 3 | 112 | 12 |
| Porto Rico..... | 2 | 171 | 13 | — | — | — |
| Total ..... | 892 | 95[illegible]42 | 5555 | 845 | 90960 | 5418 |

Year ended 5th January, 1832.

| | Inwards. | | | Outwards. | | |
|---|---|---|---|---|---|---|
| | No. | Tons. | Men. | No. | Tons. | Men. |
| United Kingdom..... | 257 | 34704 | 2024 | 164 | 19728 | 1203 |
| Guernsey and Jersey ..... | 11 | 1561 | 103 | 3 | 493 | 33 |
| British West Indies ..... | 54 | 5605 | 379 | 71 | 7821 | 515 |
| British North America ... | 308 | 22276 | 1158 | 355 | 30871 | 1595 |
| Foreign, British vessels | 159 | 15995 | 1413 | 173 | 21500 | 1333 |
| Europe Foreign vessels | — | — | — | 2 | 336 | 14 |
| United British vessels... | 50 | 5146 | 279 | 21 | 2330 | 137 |
| States Foreign vessels . | 3 | 409 | 14 | 1 | 73 | 4 |
| Madeira..... | 2 | 163 | 10 | 1 | 102 | 6 |
| Azores..... | 1 | 70 | 5 | 1 | 70 | 4 |
| Brazils..... | — | — | — | — | — | — |
| Gibraltar..... | — | — | — | 4 | 421 | 26 |
| St. Pierre ..... | — | — | — | — | — | — |
| Porto Rico..... | — | — | — | — | — | — |
| Total ..... | 845 | 82922 | [illegible]5 | 812 | 16355 | 5021 |

St. John's, the capital of the island, has the largest

x 2

share of the shipping—the returns for the last two years were—

| 1834. | Inwards. | | | Outwards. | | |
|---|---|---|---|---|---|---|
| | No. | Tons. | Men. | No. | Tons. | Men. |
| | 708 | 79320 | 4404 | 647 | 75270 | 4226 |
| Of the above the trade with the United Kingdom was | 177 | 26736 | 1448 | 95 | 11702 | 698 |
| With the British West Indies | 58 | 6356 | 391 | 77 | 9333 | 585 |
| With British North America in Brit. vess. | 256 | 18568 | 1065 | 287 | 30602 | 1567 |
| With the United States — Brit. vess. | 54 | 6654 | 302 | 24 | 2453 | 144 |
| With the United States — For. vess. | 16 | 2463 | 111 | 1 | 156 | 7 |

| 1833. | Inwards. | | | Outwards. | | |
|---|---|---|---|---|---|---|
| | No. | Tons. | Men. | No. | Tons. | Men. |
| | 579 | 62017 | 3405 | 527 | 59040 | 3072 |
| Of the above the trade with the United Kingdom was | 130 | 19256 | 1065 | 72 | 8692 | 505 |
| With the British West Indies | 49 | 4862 | 317 | 64 | 6752 | 434 |
| With British North America in Brit. vess. | 258 | 20084 | 1032 | 265 | 24222 | 1247 |
| With the United States — Brit. vess. | 55 | 6207 | 341 | 19 | 2134 | 119 |
| With the United States — For. vess. | 5 | 849 | 42 | 2 | 346 | 16 |

The remainder of the trade is divided with Guernsey and Jersey, Gibraltar, Madeira, Azores, Brazils, Havannah, St. Thomas, Porto Rico, &c.

There is a considerable portion of shipping belonging to Newfoundland and registered in the island,—I have only the following years.

Colonial shipping tonnage belonging to and registered at Newfoundland—

| Years. | Tons. | Years. | Tons. |
|---|---|---|---|
| 1826 | 20548 | 1829 | 27319 |
| 1827 | 22105 | 1830 | 29465 |
| 1828 | 25385 | 1831 | |

We may now proceed to examine the extent of the fisheries; and first with regard to the quantity caught and exported at several intervals. In 1790 the export of fish from the island was, quintals 656,000; in 1800, ditto 382,000. The following is a consecutive return laid before Parliament in 1828, and its value is enhanced by specifying the countries to which the fish were exported:—

**Fish caught and exported from Newfoundland.—Periods ending ending 10th of October in each year.**

| | 1804 | 1805 | 1806 | 1807 | 1808 | 1809 | 1810 | 1811 | 1812 | 1813 | 1814 | 1815 | 1816 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fish made—quintals. | — | 406314 | — | 520552 | 478765 | 677761 | No specific returns. | 618494 | 709163 | 816000 | 865132 | 866580 | 8192 |
| Cod fish exported to Spain, Portugal and Italy | 354661 | 377293 | 433918 | 262366 | 154069 | 326781 | | 611960 | 545451 | 706939 | 768010 | 952116 | 770693 |
| British Europe | 189320 | 65979 | 84241 | 130400 | 208254 | 292068 | | 139561 | 67020 | 50678 | 55721 | 46116 | 59341 |
| West Indies | 55998 | 81488 | 100936 | 103418 | 115677 | 133359 | | 152184 | 91867 | 119354 | 97249 | 159233 | 176603 |
| British America | 18167 | 22776 | 32555 | 23541 | 40874 | 41894 | | 18621 | 4121 | 14389 | 24712 | 24608 | 37443 |
| United States | 43131 | 77983 | 116159 | 155085 | 56658 | 16117 | | 1214 | — | — | — | 588 | 2545 |
| Brazils | — | — | — | — | — | — | | — | 2600 | — | 2049 | — | — |
| Tot. Cod fish—qntals. | 661277 | 625919 | 772809 | 674810 | 576132 | 810219 | 884470 | 923540 | 711059 | 891360 | 947811 | 1180661 | 1046626 |
| Salmon exported to Brit. market, tierces | — | 609 | — | 2303 | — | 3337 | — | 2323 | 2494 | 2910 | 2247 | 1066 | 1551 |
| Foreign ditto | — | 1307 | — | 1166 | — | 727 | — | 371 | 337 | 827 | 1178 | 1686 | 948 |
| Total Salmon | 3739 | 1916 | 2040 | 3469 | 3272 | 4064 | 5747 | 2694 | 3831 | 3737 | 3425 | 2752 | 2499 |

A return of 1826 gives a connected view of the fishing as follows:—

State of the Cod Fishery and Trade in Newfoundland in the year 1826.

| Harbours or Districts. | | Bankers. | Island Vessels. | Vessels trading Foreign. | Tons. | Men. | Fishing Boats. | Acres of Land in cultivation. |
|---|---|---|---|---|---|---|---|---|
| S. of St. John's. | St. John's | 16 | 73 | 470 | 54600 | 3746 | 500 | 2400 |
| | Bay Bulls | ... | ... | ... | ... | ... | 170 | 250 |
| | Ferryland | 2 | 4 | 13 | 1436 | 106 | 254 | 500 |
| | Trepassy and St. Mary | ... | 2 | 3 | 340 | 30 | 50 | 150 |
| | Placentias | ... | 4 | 6 | 821 | 61 | 402 | 800 |
| | Burin and Mortier | ... | 5 | 43 | 4279 | 362 | 129 | 70 |
| | St. Lawrence | ... | 1 | 11 | 1185 | 61 | 55 | 30 |
| | Fortune Bay | ... | 4 | 30 | 4285 | 275 | 494 | 300 |
| N. | Conception ditto | ... | 167 | 77 | 18603 | 1614 | 420 | 3000 |
| | Trinity ditto | ... | 8 | 31 | 4934 | 302 | 570 | 270 |
| | Bonavista and Greenspond. | ... | 2 | 9 | 1020 | 70 | 257 | 800 |
| | Fogo and Twillingate | ... | 31 | 34 | 5334 | 257 | 496 | 200 |
| | | 18 | 299 | 727 | 96837 | 6884 | 3797 | 8770 |
| Passengers from Ireland...840 / England and Jersey... 120 | | ... | ... | ... | ... | 960 | ... | ... |
| Employed in boats and shallops, and as shoremen..... | | ... | ... | ... | ... | 16060 | ... | ... |
| Ships' boats employed fishing... | | ... | ... | ... | ... | ... | 203 | ... |
| Total employed..... | | 18 | 299 | 727 | 96837 | 23844 | 4000 | 8770 |

REMARKS.

Fish made during the season about 900,000 quintals; 150,000 of which on the Labrador coast by vessels resorting thither from St. John's and the northern parts of the island. The resident fishery carried on at Labrador is by persons principally connected in the Dartmouth trade; but it is not of any great extent. About 4,000 tuns of train oil, 3,700 tuns of seal oil, 3,500 tierces of salmon, 293,000 seal skins, about £8,000 worth of furs, besides mackarel, herrings, &c. &c. Previous to the New Intercourse Law in the Colonies, the whole consumption of this trade was British produce and manufactures, except wines, salt, and some trifling articles (foreign) legally imported into England. Some two or three years previous the Imports were valued at a million and a half, and the return to the mother country upwards of two millions sterling.

The vessels trading foreign are all British bottoms, with the exception of four or five small United States craft with bread, flour, and *notions*.

I regret much being unable to continue the preceding returns in the forms given down to the present year. Mr. Bliss furnishes me with the following account of the trade of Newfoundland.

| Years. | Exports. | | | | | | Tonnage to | | | Total, including all other Parts. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Quintals. | Barrels. | Kegs. | Oil, tuns. | Seal skins. | United Kingdom. | South of Europe. | West Indies. | |
| Average of 1790, 1, 2.... | 656800 | 6276 | .. | 1891 | .. | .. | .. | .. | 58420 |
| Average of 1798, 9, 1800 | 382881 | 2223 | .. | 2131 | .. | 5271 | .. | 5681 | .. |
| 1805..... | 526380 | 5876 | .. | .. | .. | 12386 | 7868 | 5715 | .. |
| 1810..... | .. | .. | .. | .. | .. | 26045 | 18961 | 10812 | .. |
| 1815..... | 1245808 | 5380 | 1892 | 8225 | 141374 | 14181 | 26130 | 14960 | 91310 |
| 1820..... | 899729 | 4913 | 20026 | 8224 | 221334 | .. | .. | .. | .. |
| 1825..... | 973464 | 3796 | 6680 | 7806 | 221510 | 14447 | 22494 | .. | .. |
| 1830..... | 760177 | 1799 | 3606 | 12371 | 559342 | 22215 | 22494 | 10628 | 92767 |

The London Custom House manuscript returns, which I have carefully examined, only furnish the aggregate exportations of fish and other articles as on the next page.

Newfoundland Exports, years ending 5th Jan.—Custom House.

| | 1829 | 1830 | 1831 | 1832 | 1833 |
|---|---|---|---|---|---|
| Dry Cod-fish.....quintals | 920048 | 948463 | 755667 | 654053 | 663787 |
| Core fish.....do. | 4189 | 2630 | 4510 | 3320 | 3266 |
| Salmon.....casks | 3865 | 4439 | 3606 | 2924 | 2705 |
| Herrings.....barrels | 447 | 1083 | 1799 | 1064 | 3969 |
| Mackarel.....do. | 306 | 390 | 456 | 984 | 606 |
| Tongues, sound, and caplins ...casks | 1465 | 1759 | 2090 | 1646 | 819 |
| Berries..... | 526 | 317 | 14855 | 5166 | 126 |
| Seal skins.....number | 248106 | 300682 | 559342 | 682803 | 501436 |
| Calf skins.....do. | 539 | 300 | 348 | 355 | 636 |
| Hides.....do. | 2232 | 2359 | 712 | 762 | 1755 |
| Beaver skins.....do. | 972 | 975 | 1097 | 661 | 542 |
| Otter skins.....do. | 1198 | 1085 | 1257 | 846 | 960 |
| Martin skins.....do. | 1175 | 607 | 1425 | 792 | 690 |
| Hare skins.....do. | ... | 24 | 157 | 83 | 83 |
| Fox skins.....do. | 930 | 1088 | 1321 | 704 | 737 |
| Weasel skins.....do. | ... | 28 | 34 | 75 | 12 |
| Bear skins.....do. | 21 | 31 | 41 | 35 | 15 |
| Wolf skins.....do | ... | 1 | 4 | 2 | 1 |
| Musk rat skins.....do. | 354 | 757 | 1162 | 648 | 679 |
| Cod and seal oil.....tuns | 7794 | 8306 | 12371 | 13118 | 10539 |
| Knees.....number | 142 | 693 | 1298 | 589 | 123 |
| Oars.....do. | 163 | 1843 | 2152 | 978 | 323 |
| Staves.....do. | ... | 25204 | 32568 | 29000 | 40679 |
| Juniper plank.....feet | ... | 1630 | ... | ... | ... |
| Pineboard.....do. | ... | 6140 | 19993 | 19511 | 38405 |
| Whalebone.....lbs. | ... | 2817 | ... | ... | 4 pun. |
| Wood hoops.....bundles | ... | ... | 291 | 364 | 61 |
| Poles.....number | ... | ... | 1663 | 110 | 40 |
| Potatoes.....bushels | ... | ... | 130 | 500 | ... |
| Spars.....number | ... | ... | 206 | 8 | ... |
| Handspikes.....do. | ... | ... | 48 | ... | ... |
| Tallow.....cwt. | ... | ... | 4 | ... | 42 |
| Pickets..... | ... | ... | ... | 1700 | ... |
| Billets..... | ... | ... | ... | 3000 | 651 |

Newfoundland—principal articles of Export.—Colonial Office.

| Years. | Dry Fish. | Pickled Fish. | Fish Oil. | Seal Skins. |
|---|---|---|---|---|
| | Quintals. | Quintals. | Tuns. | Number. |
| 1821 | 903892 | ... | ... | ... |
| 1822 | 884647 | 2480 | 1520 | 306982 |
| 1823 | 867183 | 3018 | 6400 | 230410 |
| 1826 | 969216 | 5631 | 9343 | 292007 |
| 1827 | 936470 | 4233 | 9886 | 460584 |
| 1829 | 924237 | 4618 | 7794 | 245408 |
| 1830 | 844154 | 5931 | 8334 | 357523 |
| 1831 | 726881 | 8606 | 12371 | 601742 |
| 1832* | 654053 | ... | 13118 | 682803 |
| 1833 | 663787 | ... | 10539 | 501436 |
| 1834 | | | | |

* The Colonial Office document is only down to 1831—the two succeeding years I give from the Custom House returns.

**An Account of the number and description of Vessels employed in the Fisheries of Newfoundland, and of the quantities of Fish and of Oil, the produce thereof; stating likewise the Countries whereto the same was exported during the year ending 30th June, 1832.**

| Description of Vessels, &c. | | Vessels employed in fishing | | |
|---|---|---|---|---|
| | | Number | Tonnage | Men. |
| Bankers | European. | 8 | 497 | 56 |
| | Island | 7 | 470 | 49 |
| British European vessels on Labrador | | 5 | 562 | 59 |
| Vessels from Europe | British | 414 | 55278 | 3230 |
| | Foreign | | | |
| Vessels from the Colonies on the Continent | British | 285 | 20083 | 1176 |
| | Foreign | | | |
| Vessels from the West Indies | British | 45 | 4806 | 320 |
| | Foreign | | | |
| Vessels from Foreign America | British | 61 | 6916 | 397 |
| | Foreign | 3 | 509 | 25 |
| Island registered vessels employed sealing | Sealing | 407 | 27241 | 8649 |
| | Labrador and coasting | 274 | 16432 | 3171 |
| Number of men employed in the resident shore fishery including catching and curing | | ... | ... | 16273 |
| | Total | 1509 | 132794 | 33405 |
| Quintals of fish exported to | | | | |
| Spain, Portugal and Italy | quintals | 426673 | | |
| British Europe | do. | 62359 | | |
| West Indies | do. | 127687 | | |
| British America | do. | 58585 | | |
| Foreign America, North | do. | ... | | |
| South | do. | 32078 | | |
| | Total | 707382 | | |
| Tierces of salmon exported to | | | | |
| British markets | tierces | 1383½ | | |
| Foreign markets | do. | 1919 | | |
| | Total | 3302½ | | |
| Barrels of herrings cured | | 3186 | | |
| Quantity of seal oil made | tuns | 5933½ | | |
| | | £. s. d. | | |
| Average prices of | Fish, per quintal | 0 10 9 | | |
| | Salmon, per tierce | 3 2 10 | | |
| | Herrings, per barrel | 0 11 10 | | |
| | Train oil, per tun | 22 8 10 | | |
| | Seal oil, per tun | 23 0 0 | | |

The number of French or American vessels employed is omitted in this document: it will be observed, however, that 30,000 men are employed in this valuable branch of the national maritime commerce.

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| 1833. Seals. | PARTICULARS OF SEAL FISHERY, 1834. Manufactured at | Vessels. | Seals. | |
|---|---|---|---|---|
| | ST. JOHN'S. | | | |
| 128,764 | From vessels fitted there | 120 | 111,500 | |
| 84,846 | " out-port vessels .. | 84 | 91,900 | |
| 213,610 | | | | 203,400 |
| | CARBONEAR (90 vessels). | | | |
| | Thomas Chancey & Co..... | | 27,000 | |
| | Slade, Elson & Co. ..... | | 25,000 | |
| | Gosse, Pack & Fryer..... | | 21,000 | |
| | W. & H. Taylor..... | | 2,500 | |
| | S. Levi & Co..... | | 3,000 | |
| | W. Bemister & Co. ..... | | 4,500 | |
| | G. Forward..... | | 5,500 | |
| | M'Carthy & Co. ..... | | 2,500 | |
| 98,100 | | | | 91,000 |
| | HARBOUR GRACE. | | | |
| | Thomas Ridley & Co. .... | 10 | 11,443 | |
| | Thorne & Co. ..... | 11 | 6,838 | |
| | Foley..... | 9 | 6,523 | |
| | Brown ..... | 4 | 3,840 | |
| | Punton & Munn ..... | 2 | 4,126 | |
| | Soper & Son..... | 4 | 2,350 | |
| | W. Parsons ..... | 1 | 273 | |
| 52,854 | | | | 35,393 |
| | BRIGUS. | | | |
| | Robert Brown & Co..... | | 16,000 | |
| | C. Cozens ..... | | 4,000 | |
| | J. N. Harris ..... | | 2,000 | |
| | W. Munden ..... | | 3,000 | |
| 20,300 | | | | 25,000 |

(*continued.*)

| Seals. | Manufactured at | | Vessels. | Seals. |
|---|---|---|---|---|
| | PORT DE GRAVE. | | | |
| | Martin & Jacob ..... | | 6,000 | |
| | Robert Prowse ..... | | 3,000 | |
| 8,000 | | | | 9,000 |
| | BAY ROBERTS. | | | |
| | Gosse, Pack & Fryer..... | | 8,000 | |
| | John Fergus ..... | | 2,000 | |
| 13,100 | | | | 10,000 |
| | TRINITY. | | | |
| | J. Bingley, Garland & Co. | 5 | 11,567 | |
| | Slade & Kelson ..... | 8 | 9,660 | |
| 14,000 | | | | 21,227 |
| 3,000 | KING'S COVE and BONAVISTA ..... | | | 800 |
| | GREENSPOND. | | | |
| | Thomas Slade, Sen. & Co. | 3 | 2,100 | |
| | John Sleat & Co..... | 2 | 2,000 | |
| 10,000 | | | | 4,100 |
| 2,000 | PLACENTIA—none in 1834. | | | |
| 3,000 | TWILLINGATE, &c. ..... | | | 1,000 |
| 437,964 | | | Seals.... | 400,920 |

1831 ..... 744,000
1832 ..... 538,000
1833 ..... 438,000
1834 ..... 401,000

| Fishery. | | | | Nature and quantity of Produce. | | |
|---|---|---|---|---|---|---|
| Years. | No. of Boats. | Tons. | [illegible] | Quintals of Fish made*. | Tuns of Train oil made. | Tuns of Seal oil made. |
| 1820 | 107 | 5796 | 275 | 810074 | 4487 | 2219 |
| 1821 | 104 | 5705 | 464 | 817174 | 4276 | 3004 |
| 1822 | 91 | 5582 | 388 | 761874 | 3671 | 4590 |
| 1823 | 100 | 6379 | 376 | 823189 | 4012 | 2975 |
| 1824 | 59 | 3395 | 283 | 769388 | 3902 | 2053 |
| 1826 | — | — | — | 858304 | — | — |
| 1829 | 254 | 15202 | 2957 | No Returns | | 3131 |
| 1830 | 300 | 15189 | 2146 | | | 7110 |
| 1831 | 756 | 43542 | 10799 | | | 8761 |

* The value of the quintal of fish may now be estimated at from 8*s.* to 12*s.* (the salmon per ton is from 3*l.* to 4*l.*); train oil, 18*l.* to 25*l.* per tun; seal ditto, 21*l.* to 25*l.* ditto.

It will be observed from the foregoing returns that the cod fishery is the most important. The bank or deep sea fishery is now almost abandoned by the English to the Americans and French; the cod found on the outer bank is larger than that obtained in shore, and remarkably well adapted to most of the Spanish and Portuguese markets, but does not look so well when dried; it is a great pity that now only ten or twelve British vessels are employed in the bank fishery, when formerly there were 600 or 700, all fitted out from the United Kingdom. So much for French and American interference. The season commences with April, and ends in October. There are an immense number of boats of different descriptions engaged in the shore fishery; viz. punts, skiffs, jacks, or jackasses, western boats, and shallops, employing from one to seven men each, accord-

ing to their size, and the distance they may have to sail before they reach their respective fishing grounds. The punts and small boats are generally manned by two persons, and occupied in fishing within a very short distance of the harbour, or circles to which they belong; the skiffs, carrying three or four hands, proceed to more distant stations, sometimes twenty or thirty miles; the western boats are larger than skiffs, and usually fish off Cape St. Mary's, off the entrance of a bay so named; the shallops are still larger craft, but now almost obsolete: some of this latter class have been known to admeasure fifty or sixty tons each. The punts and skiffs, constituting what is termed a "Mosquito fleet," start at the earliest dawn of day, and proceed to the fishing grounds, when the cod are expected in great abundance, for at certain seasons they congregate and swim in shoals, and are not unfrequently as capricious in their resort as the winds which are said to influence their movements: these boats generally land their cargoes at the 'Stage' at least once a day, usually in the evening, except it be in the height of the season, during capelin time, when they may occasionally load twice a day; the western boats and shallops split and salt their fish abroad, and return to their respective harbours when they may have expended all their salt, or loaded their craft.

The *stage* is erected on posts, and juts out into the sea, far enough to allow the boats to come close to its extremity, for the ready discharge of their cargoes; it is generally covered over, as the rain will injure the fish, and on the same platform is the salt house, with

the benches for the *cut-throat*, *header*, *splitter*, and *salter*, the two latter having in point of wages the precedence, and the two former being on a par.

Having thus explained the method of cod-fishing, it remains only to describe the manner of curing. Each salting-house is provided with one or more tables, around which are placed wooden seats and leathern aprons for the cut-throats, headers, and splitters. The fish having been thrown from the boats, a man is generally employed to pitch them with a pike from the stage upon the table before the cut-throat, who rips open the bowels, and, having also nearly severed the head from the body, he passes it along the table to his right-hand neighbour, the header, whose business is to pull off the head, and tear out the entrails; from these he selects the liver, and in some instances the sound. The head and entrails being precipitated through a trunk into a flat-bottomed boat placed under the stage, and taken to the shore for manure; the liver is thrown into a cask exposed to the sun, where it distils into oil[1], and the remaining blubber is boiled to procure an oil of inferior quality, and the sounds, if intended for preservation, are salted. After having undergone this operation, the cod is next passed across the table to the splitter, who cuts out the back bone, as low as the navel, in the twinkling of an eye.

With such amazing celerity is the operation of heading, splitting, and salting performed, that it is

[1] The livers taken from 300 quintals of cod fish ought to yield a tun of oil, but it sometimes requires more or less, according to the quality of the fish.

not an unusual thing to see ten codfish decapitated, their entrails thrown into the sea, and their back bones torn out, in the short space of one minute and a half. The splitter receives the highest wages, and holds a rank next to the master of the voyage; but the salter is also a person of great consideration, upon whose skill the chief preservation of the cod depends.

For the next process, the cod are carried in hand-barrows to the salter, by whom they are spread in layers upon the top of each other, with a proper quantity of salt between each layer.

In this state the fish continue for a few days, when they are again taken in barrows to a square flat wooden trough (commonly called the ram's horn [1]), full of holes, which is suspended from the stage head in the sea. The washer stands up to his knees in this trough, and rubs the salt and slime off the cod with a soft mop. The fish are then taken to a convenient spot, and piled up to drain; and the heap thus formed is called "a water-horse." On the following day or two the cod are removed to the fish-flakes, where they are spread in the sun to dry; and from thenceforward they are kept constantly turned during the day, and piled up in small heaps called faggots at night. The upper fish are always laid with their bellies downward, so that the skins of their backs answer the purpose of thatch to keep the lower fish dry.

[1] Supposed to be a corrupt term from the French verb *Rincer*.

By degrees the size of these faggots is increased, until at length, instead of small parcels, they assume the form of large circular stacks or piles; and in this state the cod are left for a few days, as the fishermen say, to "sweat." The process of *curing* is now nearly complete, and the fish exposed once or twice to the sun are afterwards stored up in warehouses, lying ready for exportation.

There are three qualities of cured cod-fish in Newfoundland. They are distinguished by the different titles of *merchantable fish*, and West India fish. Merchantable fish are those cured in the best possible manner, and having no apparent defect: Madeira are those having some slight blemish on the face, occasioned by an undue quantity of salt, or being sunburnt; West India having, in addition to the defect of the Madeira, some cracks in the middle, or broken at the fins.

Merchantable fish are generally shipped for the Spanish, Portuguese, Italian, and South American markets. Madeira and West-India fish are supplied to the West Indies, and of late years a considerable quantity has been annually exported to the southern and western counties of Ireland. The west of England also consumes no unimportant quantity of salted cod annually.

It will be evident, when the foregoing statements are examined, that the cod fisheries of Newfoundland are to England more precious than the mines of Peru and Mexico; and, in truth, if we consider that the vast quantities of fish [1] annually drawn from the banks

[1] I think it was Lewenhoeck who counted the eggs in the

and adjacent coast, it will be found that as the mere representative value of gold, its worth far exceeds that of the precious metals, to say nothing of the importance of the subject in a maritime, commercial, and political point of view.

Another fishery of great importance to the island and to England is that of seals, for the sake of their skins and oil, which, though of comparatively recent commencement, was carried on during the last two years to the following extent:—

| | | 1834 | 1833 |
|---|---|---|---|
| From St. John's, vessels fitted out there .. | 120 | Seals. 111500 | Seals. 128746 |
| Do. outport vessels .. | 84 | 91900 | 84846 |
| Carbonear ..... | 90 | 91000 | 98100 |
| Harbour Grace .... | 41 | 35393 | 52854 |
| Brigus (unknown) .. | | 25000 | 20230 |
| Port de Grace ..... | | 9000 | 8000 |
| Bay Roberts ..... | | 10000 | 13100 |
| Trinity ..... | 13 | 21227 | 14000 |
| King's Cove and Bonavista..... | | 8000 | 3000 |
| Greenspond..... | 5 | 4100 | 10000 |
| Placentia ..... | | —— | 2000 |
| Twillingate ..... | | 1000 | 3000 |
| No. of Seals caught | | 400920 | 437964 |

In round numbers, there were in 1831, seals caught 744,000; in 1832, 538,000; in 1833, 438,000; and in 1834, 401,000.

roe of a single cod, and found them amount to 9,344,000: the vast reproduction of the species is not, therefore, a matter of astonishment.

The following return shows the sealing vessels from St. John's:—

| | No. | Tons. | Men. |
|---|---|---|---|
| In 1834 .. | 122 .. | 10952 .. | 2847 |
| 1833 .. | 106 .. | 8665 .. | 2564 |
| Increase | 16 | 2287 | 283 |

The fishing or catching of the seals is an extremely hazardous employment; the vessels are from 60 to 150 tons, with crews of from sixteen to thirty men each, provided with fire arms, &c., to kill the seal, and poles to defend their vessels from the pressure of the ice. In the beginning of March, the crews of the vessels in their respective harbours collect on the ice with hatchets, saws, &c., and cut two lines in the frozen surface, wide enough apart to allow their schooners to pass; an operation of great labour, as after the thick flakes have been sawn or cut through they have to be pushed beneath the firm ice with long poles. The vessels then get out to sea if possible through the openings, and work their perilous way to windward of the vast fields of ice, until they arrive at one covered with the animals of which they are in quest, and which is termed a seal meadow; the seals are attacked by the fishers, or more properly speaking, hunters, with fire arms, or generally with short heavy batons, a blow of which on the nose is instantly fatal. The large ones frequently turn on the men [1], especially when they have

[1] The hooded seals sometimes draw their hoods, which are shot-proof, over their heads.

young ones beside them, and the piteous cries and moans of the latter are truly distressing to those who are not accustomed to the immense slaughter which is attended with so great a profit. The skins with the fat surrounding the bodies are stripped off together, the carcases left on the ice[1], and the pelts or scalps carried to the vessels, whose situation during a tempest is attended with fearful danger; many have been known to be crushed to pieces by the ice closing on them. Storms during the dark night, among vast icebergs, can only be imagined by a person who has been on a lee shore in a gale of wind: but the hardy seal hunters seem to court such hazardous adventures; yet their native country ungratefully refuses to protect them in peace time against the encroachments of the French.

Imports.—The principal *imports* consist of bread, flour, pork and beef, butter, rum, molasses, wine, brandy and gin, coffee, tea, sugar, oatmeal, salt, pease and beans, lumber, &c.

[1] The winter tenants on the Labrador coast say the young seal is excellent eating.

## St. John's staple Imports for 1832 and 1833.

| Imports. | | 1832 | 1833 |
|---|---|---|---|
| Bread | cwts. | 44983 | 97658 |
| Flour | barrels | 29586 | 41832 |
| Pork and Beef | do. | 17389 | 14291 |
| Butter | firkins | 15550 | 98098 |
| Rum | gallons | 374160 | 233016 |
| Molasses | do. | 425697 | 335489 |
| Wine | do. | 44200 | 57566 |
| Brandy and Gin | do. | 12965 | 24040 |
| Lumber | feet | 1189000 | 4715794 |
| Shingles | No. | 2191000 | 1618850 |
| Sugar | cwts. | 7064 | 7656 |
| Coffee | do. | 280 | 322 |
| Tea | | lbs.200000 | chests1612 |
| Oatmeal | barrels | 504 | 2275 |
| Salt | tons | 12221 | 13943 |
| Pease and Beans | barrels | 47 | 631 |

The value, together with that of the Exports, according to a Colonial Office manuscript, has been for a series of years :—

| Years. | Imports (valued in sterling money). | | | | Exports (valued in sterling money). | | | |
|---|---|---|---|---|---|---|---|---|
| | From Great Britain. | From British Colonies | From Foreign States. | Total value of Imports. | To Great Britain. | To British Colonies | To Foreign States. | Total value of Exports. |
| | £. | £. | £. | £. | £. | £. | £. | £. |
| 1822 | 656327 | 177423 | 34002 | 867752 | 245578 | 82952 | 400668 | 729198 |
| 1823 | 654549 | 124526 | 44254 | 823329 | 167703 | 77801 | 390994 | 636498 |
| 1826 | 204753 | 131090 | 179600 | 512443 | 293745 | 121746 | 343814 | 759305 |
| 1827 | 549816 | 157731 | 181714 | 889261 | 316596 | 116513 | 331477 | 764586 |
| 1829 | 551597 | 159882 | 107920 | 819399 | 239784 | 144355 | 306169 | 690308 |
| 1830 | 546839 | 130286 | 91291 | 768416 | 252389 | 140520 | 292771 | 685680 |
| 1831 | 530954 | 177958 | 120441 | 829353 | 393584 | 132258 | 277690 | 803532 |

The total value of the trade of Newfoundland may in fact be estimated at 2,000,000*l.* sterling per annum, independent of its great importance in a maritime point of view—while it should be remembered that it is upheld by no bounties (as that of France), nor protected by any exclusive rights, so often, yet so frequently erroneously, considered injurious to other interests;—and yet, it is with shame I confess, little or nothing is known regarding this important island in England. Well, however, may the British nation be excused for their ignorance, when their rulers superadd to that fault an apathy which in any other country (and even in former times in Albion) would be truly deemed culpable. The trade in fish and oil carried on by the Americans and French in the British seas is of immense extent and importance,—to France it averages about 300,000 quintals of fish, for which bounties are given; the proportion for shipping so employed being about 20*s.* per ton, and for every *green man* (*i. e.* a man who was never before at sea) 75 francs;—will not this fact open the slumbering eyes of Government to the importance of our own fishermen?

It is not well ascertained what the amount of bounty paid also on the fish amounts to: if carried first to France, and thence to other parts of Europe, six francs per quintal; and if to the West Indies, on board French ships, twelve francs per quintal, are supposed to be the amounts, as near as French jealousy will allow us to ascertain. St. Pierre island, so improperly ceded to France, is a depôt for smuggling French manufactures, spirits, &c., into our colonies; and an armed French force is generally

stationed there to protect the interests and advance the pursuits of their countrymen.

The exports of *cod-fish alone* from the United States, wholly caught in the BRITISH AMERICAN SEAS, average about 500,000 quintals annually, and the yearly home consumption of the Americans is about 1,350,000 quintals; of the entire quantity, 1,500,000 may be said to be taken on our own shores; 3200 tuns of oil are produced from the livers of the cods, and 200 from pelts of seals caught on our very coasts.

The Americans take every advantage of the privileges granted them by us as regards the latitude fixed; during the day, if none of our armed cruisers be in sight, they anchor three miles from the shore, but as soon as night sets in, they run under the lee of the land, set their nets, and fish till near daylight. Our own fishermen suffer also from the Americans being allowed to throw their offal overboard, as it drifts in-shore, and drives the fish from the nearest banks: to these evils it may be added, that our regular trade is seriously injured by the extensive smuggling commerce which the foreign fishermen carry on.

On the subject of our North American Fisheries, no Briton, properly appreciating the extent and value of this source of our national strength and wealth, can seriously write with temper. When, in 1814, Lord Castlereagh was remonstrated with against restoring to France the right of fishery on the coasts of Newfoundland, he spurned the deputation, which was composed of the most respectable merchants engaged in the trade and fisheries, and contemptuously observed, that he was not prepared to exclude the

French from a participation in those fisheries, as that would be unworthy *the magnanimity* of Britain. This left little to be expected from our government, which might at that period have secured the entire of the island to the British by a mere dash of the pen; and instead of affording facilities to the French to foster their commercial marine at our doors, and at our cost in some measure, have confined them to their proper limits, until conquest should obtain for them a footing at Algiers, which, by the way, is said to have been gained mainly by their naval force, to complete which, it is stated, they drafted 2000 men from the Newfoundland fisheries, and it is believed the naval expedition could not have been made efficient without that resource. Every fisherman, before he is allowed the bounty, with permission to embark in the fisheries of Newfoundland, is registered for the Royal Marine of France, and liable to serve at an hour's notice. Such has been the feeling and excitement among the inhabitants of Newfoundland of late years, that it is with considerable pains they have been prevented from taking summary satisfaction on what is termed the French shore; and unless more attention be paid to *British* interests in the fisheries, it will not be a matter of surprise, if the French find their position rendered more than uncomfortable upon the coast of that ancient colony of England, from which indeed they ought to have been swept off long ago.

I do sincerely hope that in future less attention will be paid to petty party disputes, and that the great maritime interests of the empire will receive more consideration than has yet been bestowed on

them; a ministry should recollect that if they want to sit firm, it must be by upholding the immense domestic and colonial industry of England, which seems now abandoned for fallacious doctrines of free trade with France and other countries, while maxims, that if carried into operation, would speedily ruin a private mercantile establishment, are absurdly supposed to be the surest guides for promoting and securing the business and welfare of a commercial empire.

RELIGION, EDUCATION AND THE PRESS.—There has usually existed a very commendable harmony of religious feeling between the different persuasions,—the Wesleyans, Roman Catholics, Congregationists, and Dissenters generally, being more numerous than the Episcopalian Church, over which there is an archdeacon; the Romish Church has a bishop. Since the introduction of a local legislature, the clergy unhappily have taken an active part in the elections, by which course they have distracted the community; but it is to be hoped the excitement will gradually subside, and things will assume their former tone.

As regards the Press, there are no less than five newspapers published at St. John's weekly, namely, the "Royal Gazette," "Public Ledger," (twice a week,) "Newfoundlander," "Times," and "Patriot;" their politics are various, but the latter is most distinguished by the peculiarity of its character, which is furiously radical, and at variance with the sentiments of a vast majority of the population, though edited with much industry and some talent. At Harbour Grace they publish the "Conception Bay Mercury," and at Carbonear the "Star," also weekly, both respectable journals. Of late years, the taste for

literature has greatly increased, and it is but due to that enlightened and excellent judge, Chief-Justice Forbes, who presided over the Supreme Court for five years, from 1817 to 1822, to state, that he was mainly instrumental in promoting it.

| Principal Stations, with their Branch Schools | Established in | Day Schools. | | Sunday Schools. | | Adult Schools. | | Individuals. | |
|---|---|---|---|---|---|---|---|---|---|
| | | Total admitted. | Now on the Books. | Total admitted. | Now on the Books. | Total admitted. | Now on the Books. | Total admitted. | Now on the Books. |
| St. John's Central School | 1824 | 1248 | 121 | ... | ... | 221 | ... | 1279 | 121 |
| * Quidi Vidi | 1825 | 90 | ... | 102 | ... | ... | ... | 85 | ... |
| * River Head or Southside | 1828 | 155 | 24 | 117 | 30 | ... | ... | 170 | 30 |
| * Signal Hill | 1828 | 50 | ... | 50 | ... | ... | ... | 25 | ... |
| * Portugal Cove | 1828 | 180 | 73 | 100 | ... | 13 | ... | 205 | 73 |
| * Torbay | 1828 | ... | ... | 56 | ... | ... | ... | 56 | ... |
| Trinity | 1825 | 247 | 101 | 193 | 46 | 137 | 34 | 343 | 135 |
| * Ship Cove | 1828 | 60 | 40 | 60 | 40 | ... | ... | 60 | 40 |
| * North Side | 1828 | 71 | 41 | 71 | 41 | ... | ... | 71 | 41 |
| * Cuckold's Cove | 1828 | 56 | 40 | 56 | 40 | ... | ... | 56 | 40 |
| * Old Bonaventure | 1829 | 64 | 37 | 64 | 37 | ... | ... | 64 | 37 |
| * South Side | 1832 | 53 | 40 | 53 | 40 | ... | ... | 53 | 40 |
| Harbour Grace | 1825 | 451 | 129 | 412 | 123 | 85 | 21 | 536 | 178 |
| * Mosquito | 1828 | 86 | 22 | 77 | ... | ... | ... | 86 | 22 |
| * Upper Island Cove | 1829 | 151 | 53 | ... | ... | ... | ... | 151 | 53 |
| * River Head | 1830 | 151 | ... | ... | ... | ... | ... | 151 | ... |
| Port-de-Grave | 1829 | 266 | 132 | 335 | 135 | 109 | ... | 428 | 161 |
| * Cupids | 1830 | 36 | ... | ... | ... | ... | ... | 36 | ... |
| * Bareneed | 1831 | 120 | 58 | 152 | 71 | 63 | ... | 174 | 71 |
| Bonavista | 1826 | 544 | 273 | 308 | 207 | 139 | 24 | 721 | 311 |
| Brigus | 1832 | 177 | 140 | 227 | 130 | 30 | 17 | 254 | 215 |
| Burnt Head | 1832 | ... | ... | 58 | 50 | ... | ... | 58 | 50 |
| Petty Harbour | 1825 | 187 | 65 | 126 | 73 | 77 | ... | 207 | 81 |
| Maddox Cove | 1828 | ... | ... | ... | ... | ... | ... | 36 | ... |
| Spaniard's Bay | 1829 | 207 | 90 | 198 | 106 | 63 | 28 | 231 | 155 |
| Twillingate | 1829 | 102 | 52 | 112 | 54 | 20 | ... | 168 | 100 |
| * Jenkin's Cove | 1830 | ... | ... | 72 | 56 | ... | ... | 72 | 56 |
| * Herring Neck | 1830 | 40 | ... | 60 | ... | ... | ... | 63 | ... |
| Green's Pond | 1828 | 186 | 130 | 220 | 135 | 75 | 30 | 251 | 162 |
| * Swain's Island | 1829 | 20 | ... | 22 | ... | ... | ... | 22 | ... |
| * Fool's Island | 1829 | 45 | 32 | 47 | 32 | ... | ... | 47 | 32 |
| Bay Roberts | 1829 | 100 | 40 | 54 | 54 | 10 | ... | 139 | 79 |
| Juggler's Cove | 1832 | ... | ... | 29 | 29 | ... | ... | 29 | 29 |
| Western Bay | 1831 | 107 | ... | 98 | ... | 30 | ... | 137 | ... |
| Little Placentia | 1832 | 85 | ... | 11 | ... | ... | ... | 96 | ... |
| Total | | 5335 | 1733 | 3540 | 1529 | 1072 | 154 | 6560 | 2312 |

* Branch Schools.

is but due to
Chief-Justice
Court for five
he was mainly

| Adult Schools. | | Individuals. | |
|---|---|---|---|
| Total admitted. | Now on the Books. | Total admitted. | Now on the Books. |
| 221 | ... | 1279 | 121 |
| ... | ... | 85 | ... |
| ... | ... | 170 | 30 |
| ... | ... | 25 | ... |
| 13 | ... | 205 | 73 |
| ... | ... | 56 | ... |
| 137 | 34 | 343 | 135 |
| ... | ... | 60 | 40 |
| ... | ... | 71 | 41 |
| ... | ... | 56 | 40 |
| ... | ... | 64 | 37 |
| ... | ... | 53 | 40 |
| 85 | 21 | 536 | 178 |
| ... | ... | 86 | 22 |
| ... | ... | 151 | 53 |
| ... | ... | 151 | ... |
| 109 | ... | 428 | 161 |
| ... | ... | 36 | ... |
| 63 | ... | 174 | 71 |
| 139 | 24 | 721 | 311 |
| 30 | 17 | 254 | 215 |
| ... | ... | 58 | 50 |
| 77 | ... | 207 | 81 |
| ... | ... | 36 | ... |
| 63 | 28 | 231 | 155 |
| 20 | ... | 168 | 100 |
| ... | ... | 72 | 56 |
| ... | ... | 63 | ... |
| 75 | 30 | 251 | 162 |
| ... | ... | 22 | ... |
| ... | ... | 47 | 32 |
| 10 | ... | 139 | 79 |
| ... | ... | 29 | 29 |
| 30 | ... | 137 | ... |
| ... | ... | 96 | ... |
| 1072 | 154 | 6560 | 2312 |



NATURE and VALUE of PROPERTY annually created in Newfoundland[1], and if not consumed, converted into Moveable or Immoveable Property:—

| | |
|---|---|
| Animal food for 80,000 mouths, at 200 lbs. each per annum, at 4*d.* per pound | £266,666 |
| Fish for 80,000 mouths, at 150 lbs. each per annum, at 1*d.* per pound | 50,000 |
| Bread and other vegetables for 80,000 mouths, at 3*d.* per day for each | 365,000 |
| Butter, milk, cheese, and eggs, for 80,000 mouths, at 1*d.* per day for each | 120,166 |
| Luxuries—viz. wines, spirits, ale, tea, coffee, sugar, &c. for 80,000 mouths, at 3*d.* each per day | 365,000 |
| Food for horses, cows, &c. 40,000, at 1*l.* each | 40,000 |
| Clothes and furniture worn out, for 80,000 mouths, at 1*l.* each | 80,000 |
| Domestic produce | 500,000 |
| Income from business, or profits on professions | 100,000 |
| Waste by fire, loss, bad seasons, shipwreck, &c. | 10,000 |
| Total annual production of property | £1,896,832 |

VALUE OF MOVEABLE PROPERTY.

| | |
|---|---|
| Horses, 1,000, at 10*l.* each | £10,000 |
| Horned Cattle, 10,000, at 5*l.* each | 50,000 |
| Sheep, 10,000, at 1*l.* each | 10,000 |
| Swine, 20,000, at 1*l.* each | 20,000 |
| Poultry | 2,000 |
| House furniture, &c. 15,000 houses, at 10*l.* each | 150,000 |
| Clothing and equipage, 80,000 mouths, at 5*l.* each | 400,000 |
| Machinery and farming implements, &c. | 20,000 |
| Bullion and Coin | 60,000 |
| Ships, boats, timber, and other merchandise | 200,000 |
| Total moveable property | £922,000 |

[1] The statistics of the island are so vague, that a very imperfect estimate can only be made of property; an estimate is however given for the purpose of promoting further inquiry.

VALUE OF IMMOVEABLE PROPERTY.

| | |
|---|---|
| Houses, 15,000, at 10*l.* each | £150,000 |
| Warehouses, mills, &c. | 100,000 |
| Arable land, 100,000 acres, at 5*l.* per acre | 500,000 |
| Land granted, but untilled, 200,000 acres, at 1*l.* per acre | 200,000 |
| Land not granted, fit for use, 1,000,000 acres, at 5*s.* per acre | 250,000 |
| Roads, canals, dykes, bridges, wharfs, &c. | 50,000 |
| Forts, gaols, churches, barracks, &c. | 300,000 |
| Manufactories, mines, quarries, fisheries, &c. | 1,000,000 |
| Total immoveable property | £2,550,000 |
| Total moveable and immoveable | £5,368,832 |

Social State.—On this head there are not many remarks necessary, even did space permit; the inhabitants are principally divided into fishermen, traders, and merchants: the population is of a shifting nature; but under the fostering care of a local legislature will probably become more stationary. Agriculture is extending annually, and in general it has rewarded the toil and labour of the careful and industrious husbandman. The land might be made extensively useful in grazing farms; and as potatoes can be raised with much facility, hogs may be fed with success after the country is more opened and cleared.—It has been suggested the new government house, erected at an enormous expense, and quite disproportioned to the salary of the governor, might readily be converted into apartments for the legislative council and assembly to hold their sessions. At St. John's they have a Commercial Society, out of which a Chamber

of Commerce is chosen annually, to watch over and promote the trade and fisheries. There is a branch of the Bank of British North America now open at St. John's. The capital has a Benevolent Irish Society, and two Benefit Societies, under the denomination of the "Association of Fishermen and Shoremen," and a "Mechanics' Institution." There is also a Benevolent Irish Society in Conception Bay.

# BOOK VI.

## HUDSON BAY TERRITORY TO THE PACIFIC OCEAN.

AREA—PHYSICAL ASPECT—MOUNTAINS, LAKES, AND RIVERS—GEOLOGY—CLIMATE—INHABITANTS—ANIMALS—COMMERCE—HUDSON BAY COMPANY, &c.

THE vast territory comprised under this section extends between the meridians of 60° and 140° west longitude (upwards of 4000 miles), and from about the 50th degree of north latitude to the pole. It is too imperfectly known to afford a detailed description, as given in the preceding chapters; and I must therefore content myself with affording such scattered notices as will convey a general idea of the country.

A natural division of this immense region is marked by a ridge of high land rising on the coast of Labrador, and running nearly south-west to the source of the Ottawa river (dividing the waters which flow into the river and gulf of St. Lawrence from those which flow into Hudson's Bay); from thence it stretches to the north of west to the northward of Lake Superior to latitude 50° north, and longitude

89° west, when it forks at about south-west, and continues the same division of waters until it passes north of the source of the Mississippi. A fork of the range runs in a north-west direction, until it strikes the river Nelson, separating the waters that discharge themselves into Lake Winipeg, and those that empty themseves into Hudson's Bay by the Albany, Severn, and Hay or Hill rivers. From thence it keeps a course of about west-north-west, till it forms the banks of the Missinipi or Churchhill river at Portage De Trail, latitude 57° 25′ north. It now continues in a western direction between the Saskatchiwine and the source of the Missinipi or Beaver River (which it leaves behind), and divides the Saskatchiwine from the Elk River, when leaving those also behind, and pursuing the same direction, it leads to the high land that lies between the Liejegah and Tacoutche rivers.

From the head of the Beaver River on the west the same kind of high ground runs to the east of north between the waters of the Elk river and Missinipi, forming the portage *La Loche*, and continuing on to the latitude of 57° north, dividing the waters that run to Hudson's Bay from those going to the North Sea; from thence its course is nearly north, when an angle runs from it to the north of the Slave Lake till it strikes Mackenzie's River.

The next remarkable ridge is the succession of stony mountains, whose northern extremity dips in the North Sea in latitude 70° north, and longitude 135 west, running nearly south-east, and parallel with the coast from Cook's entry onwards to the

Colombia; from thence it appears to quit the coast, but still continuing with less elevation to divide the waters of the Atlantic from those of the Pacific.

These mountains from Cook's entry to the Colombia are in breadth[1] from six to eight degrees, and along their east skirts is a narrow strip of very marshy, boggy, and uneven ground, the outer edge of which produces coal and bitumen. The principal rivers that have their rise in these mountains are the Mississippi, Missouri, flowing into the gulf of Mexico, the Nelson into Hudson's Bay, Mackenzie's into the North Sea, and the Colombia into the Pacific Ocean. Next this narrow belt are immense plains or meadows, commencing in a point at about the junction of the River of the Mountains with Mackenzie's River, widening as they continue east and south till they reach the Red River at its confluence with the Assiniboine, from whence they take a more southerly direction along the Mississippi towards Mexico. Adjoining these plains is a broken country, composed of lakes, rivers, rocks, and sandy soil.

The tract called the Barren Ground is to the north of a line drawn from Churchill River at Hudson's Bay, along the north border of the Reindeer Lake, to the north of the Lake of Athabasca and Slave Lake, and along the north side of the latter to the Rocky Mountains, which terminate in the North Sea, latitude 70° north, longitude 135 west; in the greater part of the extent of which no trees are visible; a few stunted shrubs are scattered along its

[1] According to Mackenzie.

rivers, and there is scarce any thing of a substance which can be called earth.

At Churchill Fort, one of the Hudson Bay Company's factories, the forest trees are very few. Pine, juniper, small scraggy poplar, creeping birch, and dwarf willows compose the whole catalogue; further westward the birch tree is rather plentiful; and in the Athapescow country pines, larch, poplar, and birch grow to a great size; the alder is also found there.

The marsh grass at Churchill River, when mowed one year, will not yield a crop the ensuing summer, whereas at York fort two crops are got in *one* summer. Vetches are plentiful in some parts as far north as Churchill River; and burrage, sorrel, and coltsfoot may be ranked among the useful plants. Dandelion is also plentiful.

The whole country between Hudson's Bay and the Rocky Mountains is a series of lakes, rivers, and plains, with a gradual elevation from east to west, as shown by the rapids.

The rivers of this dreary region may be divided into two classes; those which flow towards the unknown seas of the north, and those which *embouche* into Hudson's Bay: among the former are the Athapescow or Reindeer, and the Oungigan or River of Peace. The first comes from the south, and loses itself in the Lake of the Mountains, or Lake Athapescow; the second descends from the plateau of the north-west; when high, it flows over into the lake, but when low, it receives its waters[1]; the

[1] Malte Brun.

united stream bears the name of the Slave River, empties itself into the Slave Lake, from which issues Mackenzie's River. The ridge which divides the waters that discharge themselves into Hudson's Bay from those that flow into the Northern Ocean is in latitude 56° 20′, longitude 109° 15′ west: it runs south-west until it loses its local height between the Saskatchiwine and Elk rivers, close on the banks of the former, in latitude 53° 36′ north, longitude 113° 45′ west, and it may be traced in an easterly direction towards latitude 58° 12′ north, longitude 103½° west, when it appears to take its course due north, probably reaching the Frozen Ocean.

The Coppermine River likewise flows to the north, but is only of moderate size, and from frequent falls and narrows, scarcely navigable by canoes near its opening into the Polar Sea.

With reference to the lakes, the most northerly is the Great Bear Lake, 150 miles in diameter, and communicating by Lake Martin with the Athapescow or Great Slave Lake, in 61° 25′ north latitude, estimated by Hearne at 120 leagues long from east to west, and 20 wide from north to south. Captain Back considers it as large as Lake Michigan: its soundings are from 40 to 60 fathoms. The north side of the lake is an entire jumble of rocks and hills; the south a fine level country, in which there is not a hill to be seen or a stone to be found. The lake is full of islands[1] of various sizes, most of which

[1] Several rivers empty themselves into the Athapescow Lake.

are clothed with fine tall poplars, birch, and pines, and well stocked with Indian deer. The Athapescow is connected with another southern large lake (termed Athabasca), by the Great Slave River, the banks of which are in most parts very high—in some places 100 feet, and the soil of a loamy quality. Near the portage *La Loche* is a precipice upwards of 100 feet above the plain, and commanding a most extensive, romantic, and, according to Mackenzie, a "ravishing prospect;" the eye looks down on the Swan (Pelican or clear Water) River meandering for 30 miles through a valley about three miles in breadth, and confined by two lofty ridges of equal height, displaying a most delightful intermixture of wood and lawn, which stretch out until the blue mist obscures the prospect. Some parts of the inclining heights are covered with stately forests, relieved by promontories of the finest verdure, where the elk and buffalo enjoy a delicious pasturage. The Swan runs 80 miles through such scenery, when it discharges into the Elk or Athabasca River, in latitude 56° 42′ north.

The Athabasca Lake, which is 200 miles long, and 15 broad, communicates with those of Wollaston and Deer Lakes, the latter 95 miles long by 25 wide, emptying itself into the Missinipi, Churchill or English River, which disembogues into Hudson's Bay.

Two considerable rivers, flowing from the Western Mountains, form in 105° 10′ west longitude, and 420 miles below their highest source, the *Saskatchawan*, which, after being interrupted by a great rapid,

descends into Lake Winipeg. This body of water is 240 miles in length, and from five to fifty miles broad, its banks shaded by the sugar, maple, and poplar, and surrounded by fertile plains, which produce the rice of Canada.

The course of Lake Winipeg is about west-north-west, and south-south-east. The east end of it is in 50° 37′ north: it contracts at about a quarter of its length to a strait in latitude 51° 45′, and is no more than two miles broad, when the south shore is gained through islands, and crossing various bays, to the discharge of the Saskatchiwine, in latitude 53° 15′.

Like the other lakes in this region, it is bounded on the north with banks of black and grey rock, and on the south by a low and level country, occasionally interrupted by a ridge or bank of lime-stone lying in the strata, and rising to a perpendicular height of from 20 to 40 feet, covered with a small quantity of earth, and bearing trees and shrubs.

Lake Winipeg [1], which also receives the great river Assiniboine united to the Red River, discharges itself into Hudson's Bay by the rivers Nelson and Severn [2]; or it may rather be said to discharge its waters into Lake Superior by the Lake of the Woods, which is equi-distant from Winipeg. Thus it will be seen that the vast inland seas of Ontario, Erie,

[1] Lake Winipeg is the Lake Bourbon of the French, and the river Bourbon is composed of the Saskatchawan and the Nelson.

[2] Both of these rivers are navigable for canoes to their source without a fall.

Huron, and Superior are supplied by innumerable waters flowing from the polar regions through the north-west territories.

The Nadawosis, or Assiniboins, runs off from the north-north-west, in latitude $51\frac{1}{4}^{\circ}$ north, and west longitude $103\frac{1}{3}^{\circ}$, rising in the same mountains as the river Dauphin. The country between this and the Red River is almost a continued plain to the Missouri; the soil is sand and gravel, with a light intermixture of earth, and produces a short grass, while trees are rare.

The Red River disembogues on the south-west side of Lake Winipeg. The main branch runs in a southerly direction towards the head waters of the Mississippi, and the country is well wooded and watered, and abounding in herds of buffalo, deer, &c.

Mackenzie says, "There is not, perhaps, a finer country in the world for the residence of uncivilized men than that which occupies the space between Red River and Lake Superior; fish, venison, fowl, and wild rice[1] are in great plenty; the fruits are strawberries, plums, cherries, hazlenut, gooseberries, currants, raspberries, pear," &c. An English colony is now formed here, as will be hereafter described.

The length of some of the rivers in the north-west region of America has been thus estimated[2]; *Embouche in the Pacific*, Colombia or Tacoutche or

[1] The wild rice *Zizania Aquatica* does not come to maturity north of 50.

[2] By Malte Brun.

Tasse, 320 leagues (twenty-five leagues to a degree); San Philippe, supposed 300 leagues; Colorada, 260: *in the Northern Ocean;* Mackenzie, or Oungigah, or River of Peace, 625 leagues; *into Hudson's Bay;* Shaskashawan, with the Nelson (its mouth), 460 leagues; Assiniboin, with the Severn, 600; Albany, 230 leagues. Moose River 230 miles.

Before noticing the territory around the east, or Hudson Bay coast, it may be necessary to say a few words on that bordering the Pacific. The countries that extend to the south of Russian America as far as the confines of California, are said to form a long succession of plateaus, or very elevated basins, which are circumscribed to the east and west by two chains of mountains; the most easterly denominated the Stony or Rocky mountains. The other precipitous face of the north-west plateau forms a great chain, parallel to the sea coast, and always at a short distance from the Pacific Ocean. The elevation of this mountain peak is 4000 to 8000 feet above their base, or from 7000 to 11,000 feet, and covered with perpetual snow. Mackenzie, in crossing these mountains, walked over snow in June; he then descended into a more temperate valley, through which the Colombia River flows; and then again ascended the chain of mountains which Vancouver, Cook, La Perouse, and other navigators, perceived running parallel to the coast from Cook's Inlet to New Albion, a distance of more than 1000 leagues, and consisting of ridges, knobs, and peaks, among which are many broad and vertile valleys.

The Colombia takes its rise in the rocky moun-

tains in latitude 53° 30′, and has its estuary in 46° 19′ north latitude, 124° 10′ west longitude. The River Lewis at its confluence with the Colombia is 575 yards broad, and the Colombia itself 960,—a little below their junction the latter acquires a breadth of from one to three miles, and it is navigable for sloops as high as the tide water reaches, viz. 183 miles. From the period of their junction the country presents nothing but a succession of plains: lower down, rapid currents and cascades are met with, after which the river flows, in a smooth and tranquil stream, through a charming and fertile valley, shaded by lofty forest trees, intersected by small lagoons, and possessing a soil capable of every kind of cultivation. The trees are remarkable for the greatest beauty, the fir rising sometimes to a height of 300 feet, with a girth of 45, and many of the forest timbers tower 200 feet before they branch.

New Georgia is situate between 45° and 50° north latitude, communicating with the Pacific Ocean, to the south by Claaset's Straits, and to the north by Queen Charlotte's Straits; the river Colombia traverses the south and interior part of this district. Quadra, or Vancouver Island, known under the name of Nootka, is situate opposite New Georgia, which presents the prospect of a moderately elevated coast, agreeably diversified by hills, meadows, little woods, and brooks of fresh water, while in the back ground the mountains rise to a vast elevation, covered with perpetual snow; one (Mount Rainier) being discernible at the distance of 100 geographical

miles. A luxuriant vegetation indicates the fertility of the soil: the forests contain immense quantities of fir, white pine, arbor-vitæ, yew, oak, ash, hazel, sycamore, maple, alder, willow, cherry, and strawberry trees. Nootka has a vegetable earthy bed, two feet thick, and a far milder climate than the east coast of America in the same latitude; in April, the thermometer does not fall below 48° during the night, and in the day rises to 60°, and during this month the grass on the island is one foot in length. Black granite, mica, grit for grindstones, and hæmatites, are found here.

New Hanover, extending from the 50th to 54th parallel of latitude, and bordering upon the Pacific, resembles New Georgia in soil and productions; pine, maple, birch, and apple trees are met with. Upon the lower mountains the cypress measures twenty-four feet in circumference, and the alder rises forty feet before sending off any branches.

New Cornwall, extending from 54° to 57°, has its coast intersected by firths or channels to a great depth. The climate is, of course, more rigorous than the preceding mentioned districts, but near the sea it is still mild, allowing forests of pine to cover the naked and steep rocks, while the strawberry plant, gooseberry bush, &c. are found in considerable quantities. Several hot springs exist.

New Norfolk runs as far as the 60th parallel, comprehending Admiralty Island, and King George's Archipelago, which territory the Russians now claim. The soil, although rocky, supports magnificent forests of pine, &c., and nowhere on the island is perpetual

snow discovered, proving that elevation mainly contributes to severity of climate.

The Aleutian, or Fox Islands, constitute a unique chain, which may be compared to the piles of an immense bridge, which describes, between Kamtschatka in Asia and the promontory of Alaska in America, an arc of a circle as if formerly thrown across to join the two continents. Almost all the islands (twelve in number) contain very lofty mountains, which are composed of a species of jasper, partly of a green and red colour, but in general of a yellow tint, with veins of transparent stone, which resembles chalcedony. Some have volcanoes in activity, while others are dormant, and boiling springs issue from the frozen soil of Oonalaschka, in which the natives cook their meat and fish.

Along the north coast, the Georgian islands, as they open successively to the west, are Cornwallis, Griffith, Somerville, Browne, Lowther, Garrat, Baker, Davy, Young, Bathurst, Byam Martin, Sabine, and Melville. Cornwallis, Bathurst, and Melville island are the largest; the latter extending from the meridian of 106° to 114° west longitude, and from the parallels of 74° 25′ to 75° 50′ north latitude. It is about 240 miles long and 100 broad, and composed of dreary masses of sand stone, stratified horizontally, exhibiting marks of rapid decomposition, in the perpendicular fissures by which they are intersected, and naked of every covering except snow and lichens; the ravines during the annual thaw evincing, according to the soil, rich pasturages of grass, moss, lichens, salads, and saxifrages, but no tree or shrub

meets the eye in a climate where the water is sometimes *minus* 55° of Fahrenheit [1]. It is to the north of this chain of islands, going out by the Wellington channel, that it is probable a north-west passage exists, or else proceeding by Melville Island,—a third opening, or probably opening to the north-west, would be doubling the cape at Leopold's Island, which Captain Ross supposes to be the northern extreme of America, and getting to the south-west to the sea, laid down by Franklin. Regent's Inlet, which the gallant Captain Ross explored, is only one of the openings out of Lancaster Sound [2].

We now arrive at Hudson's Bay, which is about 750 miles in length, and 604 at its greatest breadth, with a surrounding coast of 3000 miles, between 55° and 65° of north latitude. It is navigable during

[1] From the vicinity of Melville Island to the magnetic meridian, the compass here becomes almost useless, remaining as it is placed by the hand. One of the most valuable discoveries of the late expedition was that of the *Magnetic Pole*, in about 96° 47′ longitude. The compass being over the magnetic pole, the power of attraction is at right angles to the needle, and of course it has no power to turn in either direction horizontally: as the sun passed round the magnet was observed following its course, and even the light of a candle or a lamp had, in a lesser degree, a similar effect. Metallic substances also produced an impression on the magnet, the needle pointing even to the brass buttons on Captain Ross's coat.

[2] Captain Ross's voyage has not, however, finally determined that no passage exists to Franklin's and Richardson's seas, through Regent's Inlet; but he thinks there is no passage to the southward of 74° north latitude, that an isthmus of fifteen miles breadth divides the two seas.

four months in the summer, but for the rest of the year is filled up with masses and shoals of ice. The navigation is extremely dangerous, as it contains many shoals, rocks, sand-banks, and islands. The Bay is entered by a strait, exceeding 200 leagues in length, the breadth being considerable in some places. There are several small islands in the north-west extremity, between Point Anne and Cape Walsingham, such as Salisbury, Nottingham, Mill Diggs, and Mansfield. The principal bays and rivers in this vast inland sea are, James's Bay, in the south-east, which is 240 miles deep, by 140 miles wide; Button's Bay and Port Nelson[1], on the western coast; Chesterfield Inlet on the north-west, which, after stretching far into the interior, terminates in a fresh-water lake; Roe's Welcome, a deep bay on the north coast, and also Repulse Bay. The Great Whale River, East Main, or Slude, Ruperts, which has its rise in Mistassinnie lake, Abbitibbe, flowing from a lake so called, Moose, and Albany, all disembogue in James's Bay. The Severn, Nelson, or Bourbon, and Missinipi, or Churchill, have their *embouchure* in Button's Bay. The north coast of Hudson's Bay has been very imperfectly explored; it is an immense country, intersected with lakes, marshes, and rivers, to a greater extent, perhaps, than any other part of the globe with which we are acquainted. Some parts are truly frightful, vegetation ceasing in the latitude

[1] York Factory, the principal station of the Hudson Bay Company, is built on the west bank of Hayes' River, five miles from Port Nelson Coast, in latitude 57° north (about that of Aberdeen), longitude 92° 26′ west.

of 60° north. Whatever way the view be directed, no land is seen capable of cultivation; precipitous rocks rise to the very clouds, and deep ravines and valleys are rendered inaccessible by masses of ice and snow, which seem to have never melted since the creation of the world. The surface is uneven and rugged, with mountains of great height, composed of enormous masses of stone. The valleys, though watered by the melted snow from the lakes above, are barren, producing but a few stinted trees or a hungry moss, and bare of nearly all vegetable production. There are no woods within seven miles of the coast.

Geology.—Respecting this important subject I have few details to offer. The east side of the range of the rocky mountains consists of conglomerate and sandstone, to which succeeds limestone hills, and afterwards claystone and granite; towards the Arctic ocean, the structure of the mountains is principally transition rocks. Primitive rocks prevail from the west end of the Superior, gradually converging towards the rocky mountains, until attaining the east side of the Great Bear Lake. Coal is abundant in many parts, and slumbering volcanoes exist. Bituminous fountains are found on the Elk River, into which a pole may be thrust twenty feet without resistance, it is in a fluid state, and when heated emits a smell like that of sea coal. The banks of the river, which are very elevated, discover seams or veins of the same bituminous quality. Iron, copper, and lead have been discovered in several places.

Soil and Climate.—The soil about Churchill Fort is extremely barren, and a few garden vegetables,

reared with the greatest care, is all the residents can obtain; but on advancing to the northward it is wholly desolate, and not a trace of vegetation to be discovered. At York Fort the soil is clayey, and equally unproductive, and common garden vegetables are reared with difficulty. The ground is low and marshy; but though the trees are larger than those inland of Fort Churchill, they are still knotty and dwarfish.

About Moose and Albany Forts towards the south the soil is better, and the climate more temperate, so that potatoes and all garden produce can be reared without trouble, and doubtless corn also. Still further to the west the soil and climate improve, Indian corn and wild rice are produced in considerable quantities. All around the Bay, but more particularly at Churchill Fort, the climate is extremely severe. The country is buried under frost and snow from the middle of October to the middle of May. In 1775, one of the severest seasons on record, the ice did not break up in the river till the middle of June; and even at York Fort, two degrees to the south of Churchill, the thermometer (Fahrenheit) frequently stood at 50° degrees below zero in January. Even in rooms at the factory, where a fire is perpetually kept up, brandy freezes into a solid substance. The rivers and lakes, which are generally ten or twelve feet deep, are frozen to the bottom. The cold, which is almost intolerable during the prevalence of north winds, is most piercing at sun rising. Europeans are obliged to observe the greatest caution against the effects of the cold, for the air is frequently

filled with small angular particles of ice, which being driven by the wind against the face or hands, raise the skin in little white blisters, which break out into hot watery issues. The windows of the factories are made very small, and the shutters kept closed eighteen hours out of the four-and-twenty in winter. As soon as a room is thoroughly heated, and the embers of the fire burnt down, the top of the chimney is closed so as to exclude the air, yet the walls of the apartment are generally found covered with ice two or three inches thick, after the fires go out, and this cannot be removed but by cutting it away. Notwithstanding that the resident Europeans wear a large quantity of woollens and furs, such is the intensity of the cold that they are frequently frost-bitten, and many of the natives fall victims to the severity of the climate. At Congecathawhachaga, in latitude 68° 46′ north, longitude 118° 15′ west, the weather was found by Hearne extremely severe on the 1st of July, with much snow and sleet. The manner in which Captain Ross's crew preserved themselves after the shipwreck of their vessel, was by digging a trench in the snow when night came on; this trench was covered with canvass, and then with snow; the trench was made large enough to contain seven people, and there were three trenches, with one officer and six men in each. At evening the shipwrecked mariners got into *bags*, made of double blanketing, which they tied round their necks, and thus prevented their feet escaping into the snow while asleep; they then crept into the trenches, and lay close together. The cold felt was generally 64° below the freezing point of

Fahrenheit, but in January, 1831, the mercury was 92½° *below* the freezing point! Sir John Ross describes the following ingenious contrivance among the Esquimaux to obtain windows to their snow huts. "For this purpose," says he, "a seal skin is laid on the snow, so managed at the edges that it may contain two inches of water in depth, procured by thawing snow before the lamp. This is immediately frozen into a transparent plate; and such, I presume, is the esteemed value of the fuel used for this purpose, that these windows are always removed and carried with them in their migrations.

The sun is often obscured for weeks by thick fogs, which are caused by the watery vapours ascending from the sea, which, being condensed by cold, hang all around the coast, and extend inland a considerable distance. The mock suns and moons, called Parahelia and Paraselene, appear very frequently in the coldest months. Even during the summer, when the thermometer is at 90, and the heat oppressive, the ground is only thawed three or four feet below the surface, so that the frost is never out of the ground. Even under the 57th parallel of latitude, the winter is extremely severe; the ice on the rivers is eight feet thick—brandy freezes; and, in consequence of the cold, rocks split with a tremendous noise, equal to that of the heaviest artillery, and with a force sufficient to drive the shattered fragments to an astonishing distance.

The temperature of the air is subject to the most capricious variations: rain sometimes falls abundantly at a moment when the traveller is contemplating the

cloudless serenity of the sky,—while, on the other hand, the sun will suddenly burst forth in the midst of the heaviest showers; and at its rising and setting this luminary is preceded or followed by a cone of yellowish light. The Aurora Borealis is sometimes mild and serene—sometimes dazzling and agitated—equal in luminousness to the full moon; and in both cases strangely contrasted by its bluish reflection with the colour of fire which sparkles in the stars.

The sea bordering Hudson's Bay is only open from July to September, and even then vast icebergs endanger the navigation of the seaman, who at the very moment when he imagines himself at a distance from those immense floating rocks is suddenly hurried by a squall, or current (strong enough to render any vessel unmanageable), amidst an infinite number of extensive fields of ice, which every moment threaten to crush the bark into fragments during the fearful collision[1] produced by the combined action of the wind and the waves. With all these disadvantages, however, the climate cannot be considered unhealthy, for with the exception of accidents, or from exposure to the cold, sickness is hardly known, and the voyages of Parry, Ross, Franklin, &c. demonstrate that the dryness of the climate is peculiarly favourable to longevity; and along the shores of the Pacific it is as mild, if not milder, than in similar European latitudes.

[1] In April, 1825, there were about twenty-five ships lost in crossing Melville Bay, and it has been said that since 1818 upwards of 100 ships have been lost in crossing Baffin's Bay.

POPULATION. — The human race is scantily but widely diffused over this region. The natives who inhabit the country round Hudson's Bay may be divided into three distinct classes—the Southern Indians, the Northern Indians, and the Esquimaux: the first occupy the entire country to the north of Upper Canada, and their territory lies between that province and the south coast of Hudson's Bay, and that part of the west which lies between Churchill River and Lake Athabasca; these are composed of many tribes, some of whom bring the produce of their hunting to the Company's factories, and others take it to trading houses, now established nearer their own homes: they are of a middle size, and copper colour, of strong and healthy constitutions, and subject to few diseases; they seldom live to a great age, but generally enjoy all their faculties to the last. They excel in hunting, and are capable of enduring great fatigue, cold, and hunger. They are frequently employed by the factors to procure provisions, and though long used to fire-arms, they are still so expert with the bow and arrow as to kill fifty or sixty geese in one day, generally shooting them on the wing.

Though addicted to pilfering, when they consider detection unlikely, they are never known to be dishonest with property committed to their charge, but will perform the undertaking of conveying it hundreds of miles, and never failing to do so with the greatest fidelity. They are naturally mild, and affable in their manners; extremely hospitable, and charitable to the relics of departed relatives, but when

intoxicated give way to their passions, and frequently commit barbarous murders. They are also extremely sensual, and addicted to the gratifications of their appetites. The voluptuousness and polygamy of the North American Indians, under a temperature of almost perpetual winter, is far greater than that of the most sensual tropical nations. They have no regular government or chief, but choose a temporary leader when they go to war, or to trade. By the use of spirituous liquors, with which the Europeans supply them to excess, and in the consumption of which they cannot restrain themselves, they are yearly degenerating, and becoming an emaciated, indolent, and feeble race.

The Northern Indians occupy the country from the 59th to the 68th degree of north latitude; their territory, of 500 miles in length, is bounded on the south by Churchill River, on the west by the Athabasca Indians, on the east by Hudson's Bay, and on the north by the Dog-ribbed or Copper-coloured Indians, which latter, although speaking the same dialect, never visit the factories, but trade through the intervention of their neighbours, and are described by Hearne as a hospitable and harmless tribe.

The Northern Indians are well proportioned, and about the middle size; they have a peculiar cast of expression different from any other tribes in the country; their foreheads are low, noses aquiline, chins long, eyes small, and cheek-bones high; their hair, like the other tribes, is black, straight, and coarse; the men have little beard, and that they remove by plucking it out: they do not possess that activity of

body, and liveliness of disposition, met with among the other tribes of Indians, who inhabit the west coast of Hudson's Bay.

As their country is nearly sterile, producing little else than moss for the deer, they have few opportunities of collecting furs: their subsistence is chiefly by fishing, and hunting the deer, at which they are very expert; and being little used to fire-arms, they destroy the latter with the bow and arrow, often driving them into pounds or defiles. The fish are taken by means of nets made of the thongs of raw deer hide, and also by baited hooks, to which are added a number of charmed substances, such as bits of beavers' tails, otters' teeth, &c., on the efficacy of which great reliance is placed; a few of them purchase kettles of the factors, but the generality of those who do not eat their food raw have a curious mode of boiling it in an upright vessel made of birch-bark, and as they cannot place this on the fire without destroying it, they cause the water within it to boil by continually throwing in a succession of red hot stones: their habits of feeding are extremely disgusting[1].

The Northern Indians seldom attain a great age, though they have few diseases amongst them, the most fatal of which are fluxes and consumptions; they are afflicted with a kind of scurvy or itch, so inveterate as to resist all the medicines which have been administered at the Company's factories: all

[1] In the north territory horses and other animals feed on animal food, &c.

disorders are attempted to be cured by means of charms, and a great number of conjurors pretend to be familiar with certain spirits, who, they allege, appear and converse with them. The dead are left to be devoured by beasts and birds of prey, on the spot where they expire; and when from old age any one becomes incapable of performing a share of the necessary work, he is abandoned to perish without hesitation or remorse. It is scarcely necessary to add that they have but vague notions of religion, probably no idea whatever of a future state, and may be considered an indolent and improvident race, frequently in danger of starving from mere want of precaution; of a morose and covetous disposition, always begging and pilfering any thing they can lay their hands on, particularly iron. They are not addicted, like the Southern Indians, to ardent spirits, and, therefore, their quarrels do not end so fatally; murder is seldom heard of;—but though by no means warlike, inclined to practise cruelty on their enemies, the Esquimaux; their numbers, as also that of the other tribes that inhabit the shores of Hudson's Bay, are diminishing.

The Esquimaux, who inhabit the northern coast of Hudson's Bay, seldom approach the fort at Churchill River, a small sloop being periodically despatched to Knapp's Bay, Naval Bay, and Whale Cove, to trade with them.

They are a distrustful people, and inveterate enemies of the Northern Indians, who persecute them with great barbarity: of late years, the Company have succeeded in establishing a peace between

these hostile tribes, and taken the Esquimaux under their protection; still they are apprehensive of the unsparing cruelty of the Indians, and reside as much as possible on islands and peninsulas, where they are not so liable to be surprised. They are of low stature and broad figure, but neither strong nor well made: their complexion is a dingy copper, and all the men have the hair of their head pulled out by the roots; in other respects they greatly resemble the Esquimaux of Hudson's Straits and Labrador. Many of their articles of furniture are ornamented with great ingenuity, but their arms and utensils are extremely clumsy, and by no means equal to those of the southern tribes. During summer they employ themselves principally in fishing, and live in huts covered with deer skins; in the winter they occupy huts, the lower part of which is sunk below the surface of the ground, and the upper part formed with poles, which meet in a conical form at the top. They travel in winter from river to river, and lake to lake, and erect tents on the ice, through which they cut a hole and angle for fish, and this they eat as soon as caught, in its raw state;—the Esquimaux are divided into many tribes, scattered along the shores of the Polar Ocean, differing in some respects from each other. Captain Ross informed me, that on his late expedition he met with a curious tribe at Boothia Felix never before visited.

ANIMALS.—The principal animals are the moose and rein-deer, musk oxen, buffaloes, elks, beavers, polar or white, black, and brown bears, foxes, lynxes, wolves and wolverines, the latter remarkably

savage and fierce animals, often encountering the bear himself. Otters, ermines, martins, urjacks, skunks, musk beavers, castor beavers, porcupines, hares, squirrels, and mice of various kinds. Of birds there are eagles, hawks, owls, ravens, crows, woodpeckers, grouse, partridges, pheasants, pigeons, thrushes, larks, swallows, cranes, bitterns, snipes, plovers, swans, geese, ducks, teal and widgeon in great varieties. Frogs, grubs, spiders, &c. are found in a frozen state as far north as latitude 61°, and can be reanimated by exposure to gentle heat. The walrus and seals frequent the coasts of the bay. White whales are found in considerable numbers at the mouths of the principal rivers; and along the coast a small and very delicious fish, called kipling or capelin, resorts in times in vast numbers, but this as well as salmon, and indeed every species of animal, whether fish, flesh, or fowl, is so variable in their arrival as to oblige the inhabitants to provide a plentiful supply of stock at seasons when they can avail themselves of it. Geese are particularly useful on this account, and it is not uncommon to kill 20 or 30,000 at a time.

Grasses of different sorts are not uncommon, but the ground is principally covered with a kind of moss, upon which the deer feed. The herb called Wee-suc-a-pucka grows in most parts of the country, and the Indians, as well as the settlers, make a kind of tea from the leaves and flowers of this, which is extremely palatable and salutary, particularly in alleviating rheumatic pains, strengthening the stomach, &c.

Little remains to be added to the preceding statement. Hudson's Bay was discovered in 1610, by Henry Hudson, who commanded a vessel fitted out by the English Russia Company for the purpose of exploring a north-west passage round the Continent of America. He was left by his mutinous crew with his son and seven other persons to perish in that inhospitable region. The same Company subsequently fitted out several expeditions for exploring these seas, particularly by Button, Fox, James, and Gillam, who made voyages between 1612 and 1668, when the latter, who had been aided by Charles II. at the suggestion of Prince Rupert, passed the winter of 1668 in a river which he named Rupert River, where he built Fort Charles, which he garrisoned, and in the following year returned to England. During his absence the King had granted to Prince Rupert and the Company associated with him their celebrated charter, dated May 2, 1669, which secures to them all the trade and commerce within the entrance of Hudson's Straits, together with all the countries upon the coast and confines of the said coast and straits, &c. And under this grant the company have held possession up to the present day, its legality having been established by the opinions of eminent lawyers, except during a short period (from 1697 to 1714) when the settlement was occupied by the French.

The preamble to the Royal Charter, for incorporating the Hudson's Bay Company, now before me, thus begins:—

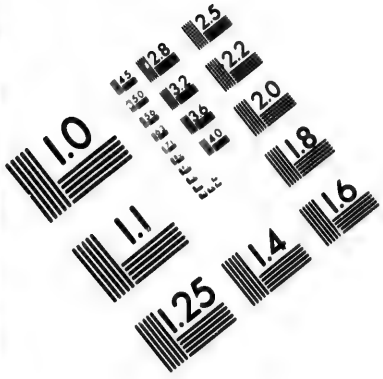
"Charles the Second, by the Grace of God, King

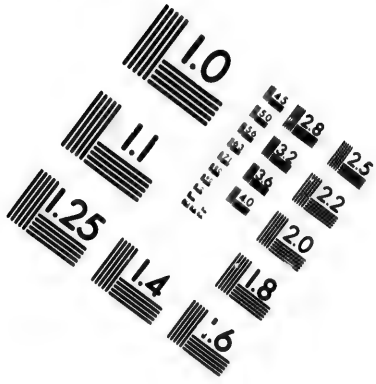
of England, Scotland, France, and Ireland, Defender of the Faith, &c. To all to whom these Presents shall come, greeting: Whereas Our dear and entirely beloved Cousin, Prince Rupert, Count Palatine of the Rhine, Duke of Bavaria and Cumberland, &c. Christopher, Duke of Albemarle, William, Earl of Craven, Henry, Lord Arlington, Anthony, [illegible]d Ashley, &c. &c. John Fen, Esq. and John Por[illegible]n, Citizen and Goldsmith of London, have, at their own great Cost and Charges, undertaken an expedition for Hudson's Bay in the North-west Part of America, for the Discovery of a new Passage into the South Sea, and for finding some Trade for Furs, Minerals, and other considerable Commodities, and by such their Undertaking, have already made such Discoveries as do encourage them to proceed further in Pursuance of their said Design, by means whereof there may probably arise very great Advantage to Us and Our Kingdom. And whereas the said Undertakers, for their further Encouragement in the said Design, have humbly besought us to incorporate them, and grant unto them, and their Successors, the sole Trade and Commerce of all those Seas, Streights, Bays, Rivers, Lakes, Creeks, and Sounds, in whatsoever Latitude they shall be, that lie within the Entrance of the Streights commonly called Hudson's Streights, together with all the Lands, Countries, and Territories, upon the Coasts and Confines of the Seas, Streights, Bays, Lakes, Rivers, Creeks, and Sounds, aforesaid, which are not now actually possessed by any of our Subjects, or by the Subjects of any other Christian Prince or State."

The following is a list of the names and stocks of the Hudson's Bay Company when first established:—Duke of York, 300*l.*; Prince Rupert, 270*l.*; Duke of Albemarle, 300*l.*; Earl of Arlington, 300*l.*; Earl of Craven, 350*l.*; Earl of Shaftesbury, 600*l.*; Sir G. Carteret, 300*l.*; Sir P. Colleton, 300*l.*; Lady Drax, 300*l.*; Sir G. Griffith, 300*l.*; Sir E. Hingford, 300*l.*; Sir J. Hayes, 600*l.*; Sir P. Neale, 200*l.*; Sir J. Robinson, 400*l.*; Sir R. Vyner, 300*l.*; Ald. J. Foorth, 450*l.*; Ald. D. F[illegible]*l.*; Mr. Cooke, 50*l.*; W. Dashwood, Esq. [illegible] Mr. J. Forster, 100*l.*; M. Hildesley, Esq. 300*l.*; Mr. Rd. Hawkins, 300*l.*; J. Kirke, Esq. 300*l.*; J. Lindley, Esq. 300*l.*; W. Prettyman, Esq. 300*l.*; Mr. J. Portman, 300*l.*; Mr. N. Walker, 150*l.*; Mr. Young, 300*l.* The court from 1672 to 1673 consisted of His Highness Prince Rupert, Governor, Sir J. Robinson, Deputy-Governor, and a Committee of Sirs R. Vyner, J. Griffiths, and J. Hayes, Esqrs. J. Kirke and F. Millington, and Messrs. J. Portman and Rd. Hawkins.

It having been generally supposed that the Company made but feeble attempts to explore the country or extend the settlement, the Government were induced, on the representation of Mr. Dobbs, to send out Captain Middleton in 1741, who discovered Repulse Bay; and another expedition under Captain Moor, in 1746, explored Wagers Strait, and Chesterfield Inlet, and ascertained that no passage existed in that direction.

Owing to the peculiar constitution of the Hudson's Bay Company, little progress was made by its officers

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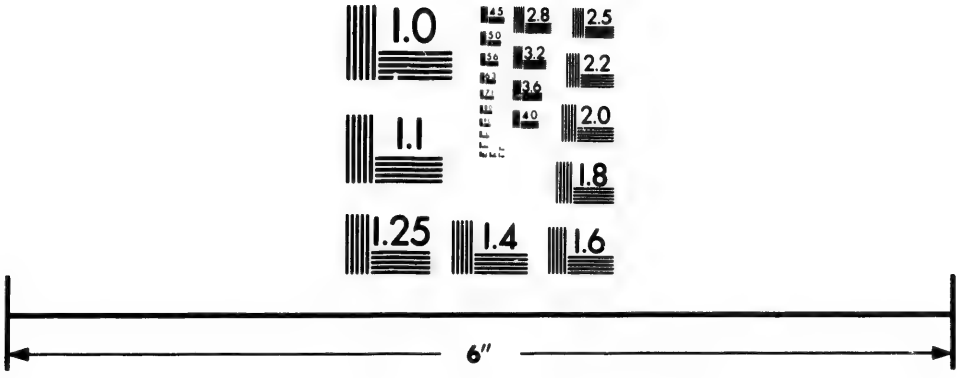


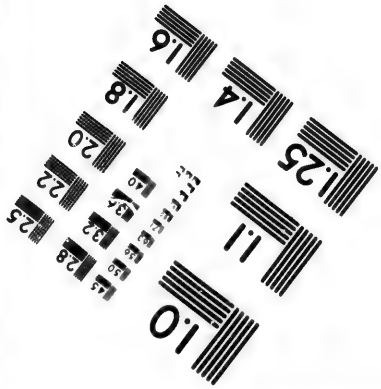


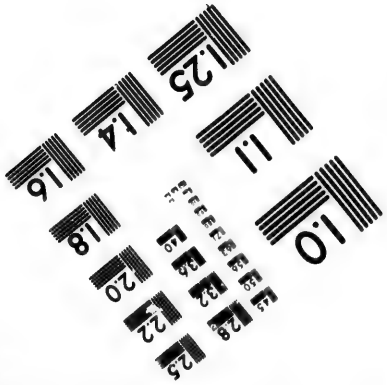


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in extending its trading stations, or in exploring the interior, until Mr. Hearne was dispatched on an expedition to the Arctic Sea, in 1770, and he succeeded in reaching the Copper Mine River, on the 1st July in that year. In the course of his exploring expedition, he noticed all the principal lakes, rivers, &c. in the space of twelve degrees north of Fort Churchill, and thirty degrees west.

The Company's settlements around the whole of Hudson's Bay are only four—namely, at the mouth of Churchill River, 59° north latitude; on an island between two branches of Nelson's River, in 57° 30′ north latitude; on the River Albany, in 52° 18′ north latitude; and at the mouth of a small river on the south side of James's Bay. These are all fortified positions, the first named Prince of Wales's or Churchill Fort; the second York, the third Albany, and the fourth Moose Forts. The Company have at present in their employ about 1000 Europeans and their descendants by Indian wives. Under the protection of these are some smaller settlements, such as Severn House, in 56° 12′ north latitude, and East Main on Rupert River, in 53° 24′ north latitude.

The French, during their possession of Canada, had established several forts, such as Fort Bourbon, Fort Dauphin, &c. many hundred miles beyond Lake Superior, and it was owing to the apathy of the Hudson's Bay Company that the North West Fur Company became established, after the conquest of Canada, originally consisting of a few enterprising adventurers, but subsequently becoming the first commercial establishment in British North America.

This Company was principally recruited by young men from Scotland, who, after serving an apprenticeship of seven years, became clerks, managers, and finally partners, and hence the energy and unanimity with which they acted to intimidate any competitors who might happen to compete with them in the trade with the Indians. Although the Hudson's Bay Company claimed by their charter the exclusive privileges of trading, not only in the English River and its tributaries, but on the Saskachawine, the Red River, and all the streams which fall into Lake Winipeg, the waters of which are carried into Hudson's Bay by the two rivers Nelson and Severn; yet as the claim to this vast territory was unsupported by any power to enforce it, and it was difficult to enforce a magisterial authority 2000 miles beyond the limits of any recognised jurisdiction, their claim was only treated with contempt; and besides establishing opposition trading posts near every one of those belonging to the Hudson's Bay Company, the North West Company had establishments at Athabasca, Peace River, Great and Lesser Lakes, New Caledonia, Columbia, &c. By this means, and the extensive trade which they carried on with the Indians, their influence was all powerful, and no trader in opposition to them would be safe, even did he not encounter starvation in any attempt to penetrate into the interior. It remains only to be added that during the recent voyages to the North Pole, the exertions and munificence of the Hudson's Bay Company, and of their servants, deserves the warmest commendation.

# APPENDIX.

## COMPARATIVE STATEMENT

**Of the Duties on Foreign Merchandise consumed in the Northern Colonies of Great Britain and in the United States.**

| Colonial Duties. | Duties in the United States. |
|---|---|
| Woollens, Brit. 2½ per cent. | 45 to 168 per cent. |
| Cottons, do. 2½ ..... | 27½ to 125 per cent. |
| Silks, do. 2½ ..... | 20 and 30 per cent. |
| Linens, do. 2½ ..... | 25 per cent. |
| Earthenware, do. 2½ ..... | 20 per cent. |
| China, do. 2½ ..... | 25 per cent. |
| Glassware, do. 2½ ..... | 20 to 70 per cent. |
| Hardware, do 2½ ..... | 25 per cent. |
| Rolled Iron of various kinds, 2½ per cent..... | 125 to 180 per cent. |
| When the above articles are imported from foreign countries, 20 to 30 per cent..... | |
| Iron, in bars, per ton, foreign, about 3 dols. 50 cts. British ⅔. | 22, 40, and 37 dollars for rolled. |
| Hemp, per ton, 7½ per cent., about 7 50; if from a warehouse in Great Britain, free... | 55, and 60 dollars in 1831. |
| Flax, per ton, 7½ per cent..... | 45, and 60 dollars in 1833. |
| Salt, free ..... | 20 cts. per bushel of 56 lbs. |
| Sugar, 111 cts. for 112 lbs., 1 ct. | 3 cents per pound. |
| Brandy, gallon ..... 22 ... | 53 to 85 cents. |
| Gin, do. ..... 22 ... | 57 to 90 cents. |
| Rum, do. ..... 21 ... | 53 to 85 cents. |
| Coffee, 111 cts. for 112 lbs. 1 ... | 5 cents per pound. |
| Pepper and spices generally free if imported from a warehouse in Great Britain ..... | Specific duties amounting to from 50 to 150 per cent. |
| Wine, in casks, from 1½ to 6 cts. per gallon, bein per ct. ad valorem ..... | 10 to 50 cents per gallon. |
| in bottles, about 13 cts. p. gal. | 30 to 50 cents per gallon. |
| Teas, Bohea, lb ..... 3½ c. | 14 cents. |
| Hyson, do..... 10 ... | 40 cents. |
| all other kinds, lb. 6¾ ..... | 25, 28, and 50 cents. |
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